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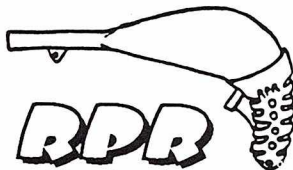
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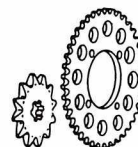
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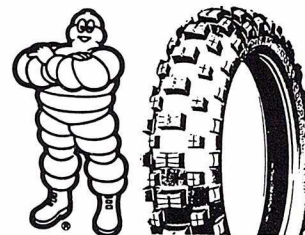
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Trail Rider MAGAZINE

On the cover: Anthony Tomasello takes a chunk out of a pine tree in the Greenbrier enduro, and you know what it feels like, eh? Anthony has been tearing up the ECEA this year, with two High Point A trophies so far. Just watch those handguards!

July 1995
Volume 25 Number 7

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FEATURES

- 14 Earth Day Weekend**
Planting trees and picking trash
- 20 Product Evaluation**
Scott Summers' new clothes
- 34 Product Evaluation**
Helmet Fresh and Alpinestar Boots

COMPETITION

- 12 John Monahan Enduro**
A great spring ride in Massachusetts
- 16 Sandy Lane Enduro**
Late report from the season opener
- 24 Ohio National**
Hawkins traps the Little Raccoon

MACHINES

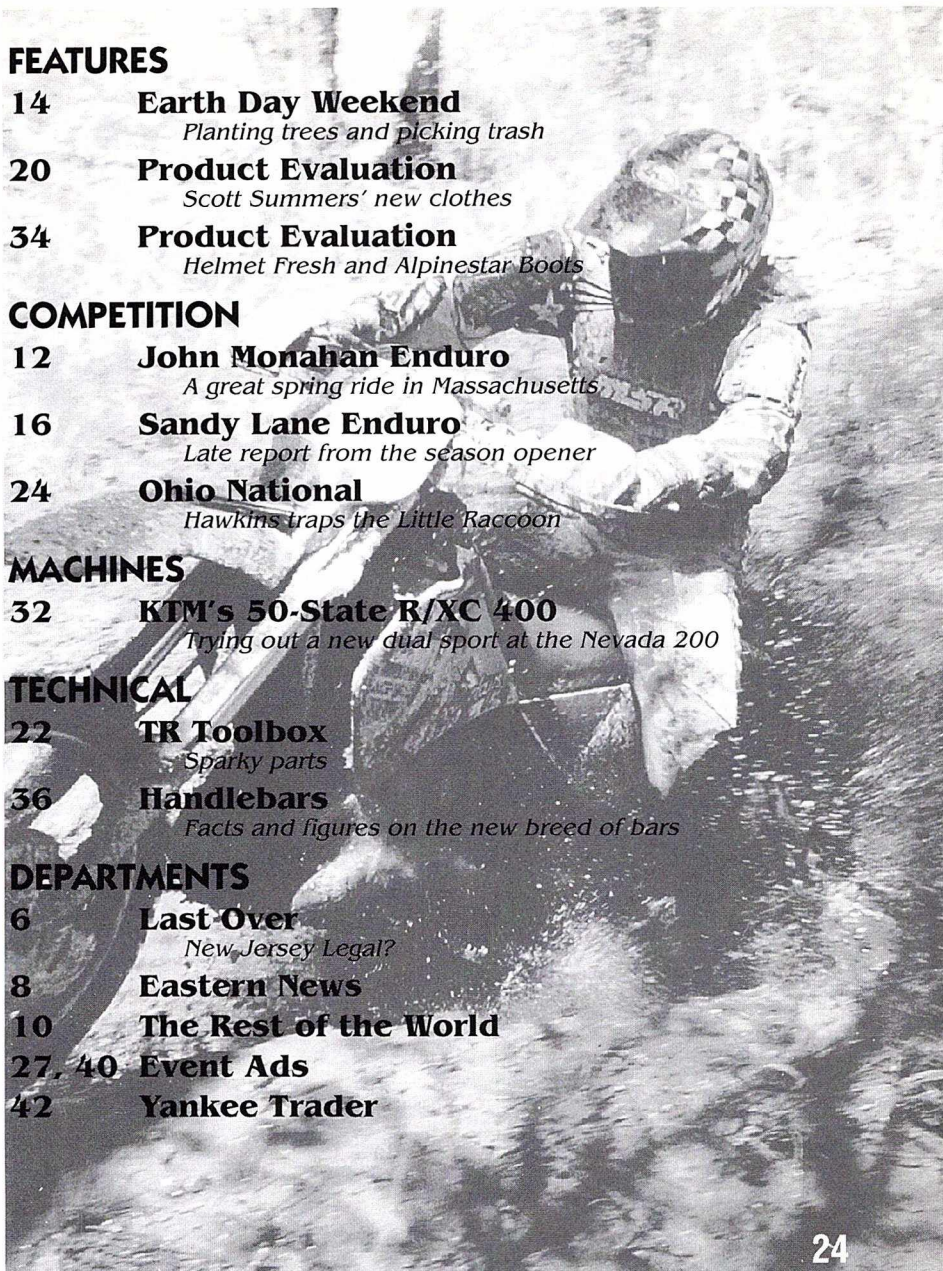
- 32 KTM's 50-State R/XC 400**
Trying out a new dual sport at the Nevada 200

TECHNICAL

- 22 TR Toolbox**
Sparky parts
- 36 Handlebars**
Facts and figures on the new breed of bars

DEPARTMENTS

- 6 Last Over**
New Jersey Legal?
- 8 Eastern News**
- 10 The Rest of the World**
- 27, 40 Event Ads**
- 42 Yankee Trader**



Warning: Anyone harboring conspiracy theories around the content of this magazine is sadly deluded and should immediately visit a physician for a Prozac perscription. Trail Rider is a hand-to-mouth operation, and we are not capable of anything loftier than putting out a magazine each month as sloppily as we can. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

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LAST OVER

by Paul Clipper

Jersey Legal, Part Two

In the October 1994 issue of Trail Rider we ran a story called "Road Legal in New Jersey." In the article we described all the legal requirements for a road-going motorcycle, claiming that all you have to do is follow these guidelines and you could make your enduro bike not only registerable, but able to pass state inspection. We had high hopes that we'd finally cracked the code for legally registering your bike in the Garden State, but unfortunately we were wrong. Here's how it all happened and what's been happening since.

First off, it's important to point out that we didn't just look up motorcycle requirements in the state code and print them, and then run the article assuming we were right. Even we're not that stupid. Mark Uth, the author of the piece, spent six weeks fielding and returning phone calls between his office and the NJ Department of Motor Vehicles. He started out with the basic information number and worked his way up the chain, finally talking to a helpful gentleman by name of Don Henry, who is the Assistant Director for Driver Control and Regulatory Affairs, who went to the trouble of researching requirements for motorcycle inspection and passed them on to Mark, along with the assurance that a registered motorcycle that passes all these requirements (see the Oct. '94 issue in question) would be able to pass inspection.

Ah, but the sticking point was registration. Assuming your Manufacturer's Statement of Origin (MSO)—the document you receive from the manufacturer when you buy a new machine—says "For Off-Road Use Only" on it; well, what do you do then? More questions were asked, and it was determined that one way to prove that a motorcycle meets state safety requirements was to apply for a "reconstruction" title, usually used when you salvage a car or motorcycle from a wrecking yard, repair it and need to prove to DMV that your repairs are sound and meet DMV code. In our case, a "reconstructed" trail bike would be one that has been fitted with all the necessary equipment to make it legal and capable of passing inspection. It took weeks to arrive at this conclusion, with the help of Don Henry again, and at this point we were ready to run the story.

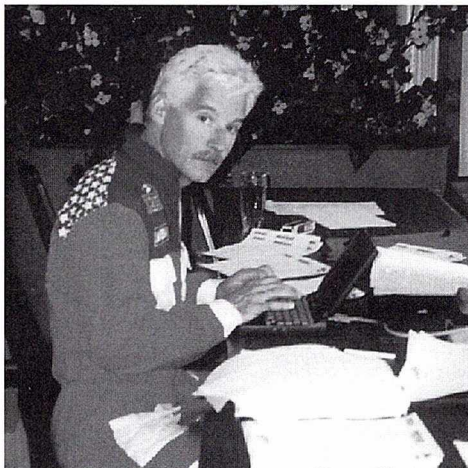
All the research had been done. We had confirmation that all we had was all that was necessary to pass state inspection. We had double-checked the reconstruction title process and were assured that it would fly, and with deadline approaching rapidly we decided to go with the story. Where could we go wrong? We had the blessing of the

DMV, right?

Well, not completely right. The DMV is a big place; plenty of people reporting to work each day, lots of different departments. The article came out in Trail Rider, and armed with this new-found knowledge anxious New Jersey trail riders wrote, called and walked in to their local DMV offices, proudly wanting to register their bikes, apply for reconstruction titles, the whole works.

The reconstruction title was the fly in the ointment, because deep within the DMV a majority of calls requesting recon titles for dirt bikes were going to Thomas Wright, the Acting Manager of the Customer Services department. His department called and let Trail Rider know that in order for a motorcycle to even be considered for a recon title, it would have to first be approved by the federal EPA (see TR Feb. '95, page 11). Since off-road motorcycles are not EPA approved, they don't fall under New Jersey's normal registration procedure.

Well, our argument was that watercraft are not EPA approved, neither are snowmobiles nor ATVs, but you can register all of them easily (yes, you can register a three- or four-



wheeler in NJ—the registration doesn't get you much, but you can do it). That being the case, why can't we register non-EPA approved trail bikes, we asked the state. The answer was that a category doesn't exist for them in the registration code, therefore, DMV offices will not register them.

Now, why we were never told this little piece of information during six weeks of phone calls and research is beyond me, but obviously we didn't call everyone in the DMV Trenton offices and ask them one by one, so we missed the only person who knew the answer. At this point we went to Trenton with the New Jersey Trails Conservancy and had a meeting with Chris Kniesler, the Deputy Director of the DMV. We talked to him about the problem and he said he'd look into it, and find out if creating a category for off-road motorcycles would take just a memo from the top, or if new legislation would be necessary to get the category created. He also passed on the information that certain changes in federal laws were prompting them to change the whole state inspection system, and when the changes came they were going to drop vehicle inspection for motorcycles completely.

(Unfortunately, the federal standards that

were supposed to be implemented in order to prompt this change in the inspection system were all tabled for the time being, and as a result there is no change in NJ's inspection procedure for the foreseeable future.)

We left the meeting with Kniesler full of hope that things were definitely turning for the better, but unfortunately life was not all peaches and cream. Annoyed by the flood of requests prompted by the Trail Rider article, Thomas Wright's office sent a memo out to all the DMV regional offices, reminding them that motorcycles with "For Off-Road Use Only" on the MSO cannot be issued a title and/or registration. About people wishing to register these bikes, the memo said "Unfortunately, since there presently is no registration category for off-road motorcycle, we are unable to comply with their request." If the machine in question was a snowmobile or farm implement, there'd be no problem; but since a category doesn't exist for an off-road motorcycle, it can't be registered. Catch 22!

Please note, however, that the memo came down in response to the Trail Rider article. Rumors have been flying that the hammer fell because the NJTC was poking around and causing trouble; drawing attention to off-road motorcycles. Nothing could be further from the truth. The NJTC is right in there battling the problem that Trail Rider unfortunately brought to the front, and they are doing a good job of helping DMV find a solution to the problem. They are in nearly daily contact with the DMV, keeping the pressure on. The NJTC is also working with State Representative Lee Solomon's office, which is helping to write legislation to create that category for off-road motorcycles, and is willing to sponsor the legislation when it is finished. Only trouble is, like anything else in a bureaucracy, the legislation process is a long and tiresome ordeal, and it's going to take some time to get it all made into law.

Incidentally, we have pointed out to the state DMV that according to the Motorcycle Industry Council there are 44,000 off-highway/unregistered motorcycles sold in New Jersey every year, which represents \$1,271,600 in registration fees and untold millions in state sales tax, but they are apparently uninterested in such a "small" sum. A very odd attitude when Trenton is cutting services throughout the state to fulfill the current Governor's promise to reduce taxes. It's silly that they should turn their back on a source of income.

What will help? We must put pressure on the state to create a registration process for "trail bikes," motorcycles that have "For Off-Road Use Only" or similar words on the MSO. To do this, we have to aim high and fire off letters and telephone calls. By "aim high" I mean go to your local state representatives and tell them you're very dissatisfied with the way things are going. After they know you're upset, they will pull whatever strings necessary to pass the information on to the DMV directors in a way which will have the most impact. If you call DMV directly all you will do is annoy them, and possibly prompt even more negative impact. People employed by the DMV do not work for us—remember that—and they will only respond to the people they work for; which are the

(Continued on page 40)

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Duane Conner, Daryl Conner, Terry Cunningham
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1994 YZ 250 WR. "The suspension was nothing short of amazing." DIRT RIDER July, 1994.

1994 CR 250 R "George Quay's Pro-Action Suspension has a reputation for being able to create near perfect suspension revalves. With franchises dotting the eastern part of the U.S., Pro-Action has the ability to offer quick service with excellent results". DIRT RIDER August, 1994.

1995 KX 250. "It's very apparent that both R&D Racing and George Quay's Pro-Action spend a lot of time with research and development. Neither company sells gimmicks; instead, they build practical high-performance products based on proven technology that's right on target". DIRT RIDER March, 1995

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EASTERN NEWS

Stolen Bike

We're real late in reporting this (sorry...) but some low-life stole Perry Hodges' WR200 Yamaha early this spring. Perry is the past president of the ECEA, and bought that bike last winter looking forward to a great year of enduro riding, and lost the bike before the Sandy Lane. It is a 1992 Yamaha WR200, VIN #JYA4BFW00NA000101. The bike has a Kessler suspension, blue Fredette handsavers, and two sensor wires for ICO odometers, and it could turn up anywhere in South Jersey. If you spot this bike, please contact this magazine, or Perry at (908)657-6338.

Norton Roosts

We just received results from the Boyers, Pennsylvania, round of the GNCC, and it seems that Tommy Norton of Team Mirage came in second overall. The winner of the event was Fred Andrews, a fellow Yamaha rider, and Norton is credited with crossing the finish line exactly one second behind Andrews. Series champion Scott Plessinger jammed in behind the two just two seconds later. Close racing? I guess! Apparently, Plessinger's third place finish at this race

has put him in the points lead once again. We keep getting press releases from Tommy, and Davey Coombs has promised to write a "series so far" wrap-up, so look for a story on the GNCC hopefully in the next issue.

The Book Source

If you haven't heard of Whitehorse Press, you should remember the name. Whitehorse is the largest retailer of motorcycle books in the known world, and if they don't have something you want they can definitely

tell you where to find it. The reason for this note is that they have moved to the White Mountains...and good for them! You



Sad Passing

Long-time motorcycle enthusiast William R. Strickland passed away this April 7, after a long bout with cancer. Bill was president and founding member of the Western New York Enduro Riders Association, and a long-standing member of the AMA. Bill was a rare individual who was able to give to our sport as much as he got out of it. He was well-known to encourage many young people to participate in off-road motorcycling for sport and enjoyment. He kept riding motorcycles well into his seventies, and when his health kept him from riding a bike he took to the woods on his four-wheeler. He will be missed by many, and the sport is poorer without him.

to whatever stock color you require. Price each is \$34.95. For more information you should contact Pirie Composites at 1404 Bayview Avenue, Barnegat Light, NJ 08006, or call (609)494-1321.

FTR News

FTR? Why, Florida Trail Riders, of course! I know, none of you guys even think about Florida after Daytona Speed Week, but there's plenty of racing going on down there all winter.

Team KTM Enduro rider Joey Hopkins just wrapped up the FTR Enduro Series this spring, with a second overall at the Swamp Fox in South Carolina as his final race. Hopkins plans to race most of the national enduros this year, although we didn't see him down in Ohio.

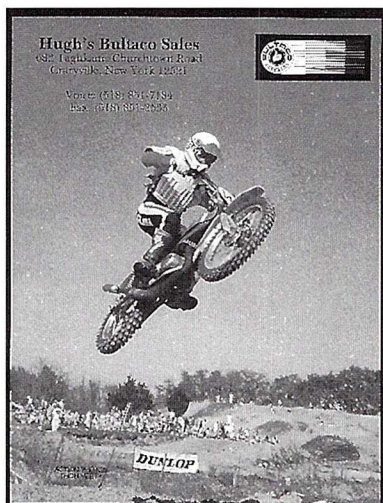
Bultaco Central

If you're into Bultaco motorcycles and live on the east coast you're extremely fortunate. Why? Because you live near Hugh's Bultaco and you will never have to worry

about getting parts. Hugh buys old lots of parts wherever he can find them, and even makes certain parts that are impossible to find anymore. Better yet, he is a repository of all manner of Bultaco technical information, which you will also

find valuable if you have to get that Pursang together before the big AHRMA motocross. What do you do if you don't live near him? Get his catalog, of course. Just write to Hugh's Bultaco, 682 T a g h k a n i c Churchtown Road, Craryville NY 12521, or call

(518)851-7184. The fax number is (518)851-2533.



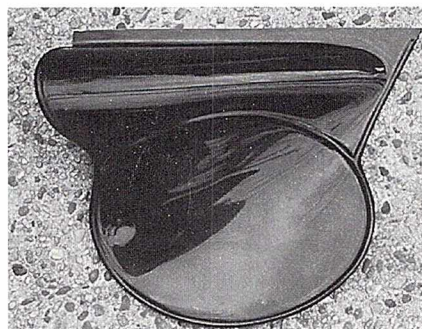
NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	AMA P.O. Box 6114 Westerville, OH 43081 (614)891-2425
East Coast Enduro Association (ECEA) RD 1, Box 2216 Jonestown, PA 17038 (717)865-0601	New York Trail Rider Alliance, NENYC 8 Komar Drive Charlton, NY 12019
Vermont Trail Riders Asc. (VETRA) P.O. Box 136 South Pomfret, VT 05067	New Jersey Trails Conservancy (NJTC) 212 Cedar Street Lakehurst, NJ 08733 (908)657-6338
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	District 6 Sports Asc. P.O. Box 554 Lebanon, PA 17042 (717)272-6896
Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505 (304)594-1157	SETRA 5165 Thompson Mill Rd. Lithonia, GA 30038
Budds Creek Hare Scrambles (301)475-2000	Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557
District 4 Enduro Comm. (716)594-0384	Virginia Championship Hare Scrambles Series (VCHSS) 114 Holloway Drive Smithfield, VA 23430 (804)255-4620

can find them now in the Outlet Capitol of the northeast, North Conway, New Hampshire, at 3424 North Main Street, P.O. Box 60, Zip 03860-0060, and the telephone number is 800-531-1133. Call them for a free copy of their catalog, featuring over 600 motorcycle-oriented books and more.

Mystery Part

Do you know what this is? No, there's no prize if you do, we're just testing your memory. If you don't know what it is, you'll never need one, but if you do the chances are you've been looking for one. This is a replica of a Penton left-side side panel, custom molded in modern composite materials by Pirie Composites. This one happens to be made with a black gel-coat, which wasn't original, but they can be had in white gel-coat for easy painting



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Kahoka MO
7/9 Conn. State Hare Scrambles
Union CT
7/15 Knox I Junior Enduro
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Southampton MA
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Speedville NY
7/16 Budds Creek Hare Scrambles
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7/16 Desolation Turkey Run
Lake Desolation NY
7/16 Foggy Mountain Breakdown Enduro
Blain, PA
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Windsor MA
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7/22-7/23 AMA National Dual Sport
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East Hampton CT
7/30 ECEA Hare Scrambles
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7/30 VFTR Dual Sport
Eastern PA
7/30-8/4 AMA National Dual Sport
Kinross MI

The ECEA So Far

After rumors this winter of Jack Lafferty Jr. retiring from the racing scene, it seems like 1995 will be yet another Lafferty runaway. So far Jack, who is riding a modified Honda CR250 through Fairway Cycles, has won three of the five events run so far, and doesn't appear to be slowing down. Where have we heard this story before? The two that Jack missed went to friends and neighbors; former ECEA champ Kevin Bennett won the Greenbrier enduro, and Jack's brother Mike won the Ridge Run. The big question at this point is will Tri-County members will all of the enduros on the schedule this year? It's possible.... In the mean time, watch out for a Lafferty win at an ECEA enduro near you. □

KTM Turns The World Upside Down, Again.

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"KTM Sticks A Fork in Japan...Now it's up to the Japanese to see if they can hang...A company will have to release something truly phenomenal to top KTM's suspension package" --**Dirt Rider**

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"The most important new bike of the year: KTM's 620 & 400 R/XC dual sport machines." --**Dirt Rider**

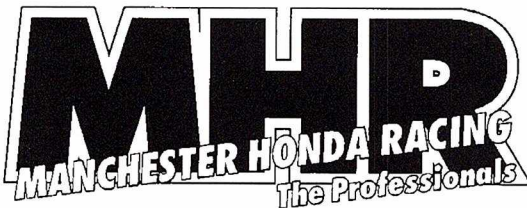
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THE REST of the WORLD

Gnarly Dual Sport

Ed King from Michigan faxed us a note letting us know that 225 riders at Racer Productions' second dual sport of the season, in the Daniel Boone National Forest, was not a beginners ride. The ride was "trail-bossed" by Jeff Russell, and apparently he and Scott Summers and Fred Bramblett spent a fair amount of the ride re-routing and helping riders through tough sections. Hey, there's nothing worse than a

wimpy dual sport, right? Sad news from Racer Productions is that the Blackwater 200 for this year was canceled, which is old news since it all happened back in June. No telling if Davis, West Virginia, will ever see another motorcycle event after this set-

Shopping by Computer

In case you're wired-up, here's a little tip: Motorcycle Shopper magazine is now available on Compuserve. You can access Motorcycle Shopper's online database of used-bike ads, and either upload ads or download them to your machine for reading later. You can get there by entering the Motorcycle Forum and looking for Motorcycle Shopper. For more information or a subscription you can contact Motorcycle Shopper at (407)860-1989.

Ty's Secret

Ty Davis is the offspring of famous suspension twaker Terry Davis, of Terrykit and Terryable fame. Terry is one of the nicest guys you'll ever happen to meet, with an engaging down-home way of solving every mechanical problem. Now, it's no secret that Kayaba upside-down forks have always suffered from harshness, especially when used off road rather than motocross. Plenty of people have sworn by the new Marzocchi forks to cure the problem, and even Ty was using them early in the season. But now he's switched back to upside-down Kayabas. Terry says the big reason for the switch is Terryable's new "Double Pumper" kit. That's right, the first Terrykit

in almost a decade replaces just about all of the stock cartridge damping in the Kayaba forks and completely cures the harshness and other damping problems. The kit costs \$159 and contains instructions for installation. For more information contact Terryable at (800)854-4691.

Flanders Levers

Flanders sent us a note saying "If you only run one of our press releases this year, this would be the one I'd choose!" Okay, sounds fair to us; this is the one they get. Flanders makes replacement lever blades

for OEM perches, but most importantly, they also make a guide book to tell you the exact part number you need. The packaging also lists exactly what bikes the lever blade fits. Certainly sounds easy to us. Check it out at your Flanders dealer. □

Boring Catalog

If you've just roached your bore for the last time, this is the catalog you need. L.A. Sleeve makes cylinder sleeves for just about anything, for stock bore applications as well as big-bore horsepower hop-up. With L.A. Sleeve's help you can fix your old bike for a fraction of what a new cylinder would cost. Call them at (310)945-7578 and tell them you want a catalog.

Hamel the Hound

If you want to know who the top hound dog is out west, well it must be Danny Hamel. According to a press release from Dunlop, Danny just clinched his fourth straight AMA Hare & Hound series title, by virtue of his fourth straight overall event win in the series. He took the top spot at two races in Lucerne, California, one in Murphy, Idaho, and one in Jericho, Utah. This is the halfway point for the season, with racing to resume with two more events in the fall, but now it'll be a race for second place. In the mean time, Hamel is working on qualifying for the ISDE, to be held in Poland this year.

Cunningham Champ

In other news from Dunlop (both these guys are sponsored by the big D), former four-time national enduro champ Terry Cunningham wrapped up the Mid-South Winter Hare Scrambles Series on April 23, with a first place finish in the series' final round in Mannington, Kentucky. We saw Cunningham at the Ohio national enduro reported on in this issue, and he was riding well enough there to finish third overall, against some intense competition. Moral of the story: just because you don't hear a guy's name every week, don't think he's riding slow!

California Guide

If you're going to be vacationing or traveling in California, it would pay for you to know where all the places to ride are, especially considering the closure of desert areas recently. To be certain, you need a guide, and as luck would have it the state of CA has just the thing. To get a free Guide to Off-Highway Vehicle Areas of California, send your name and address to: OHMVR Division, P.O. Box 942896, Sacramento, CA 94296-0001, or call (916)653-9072.



1995

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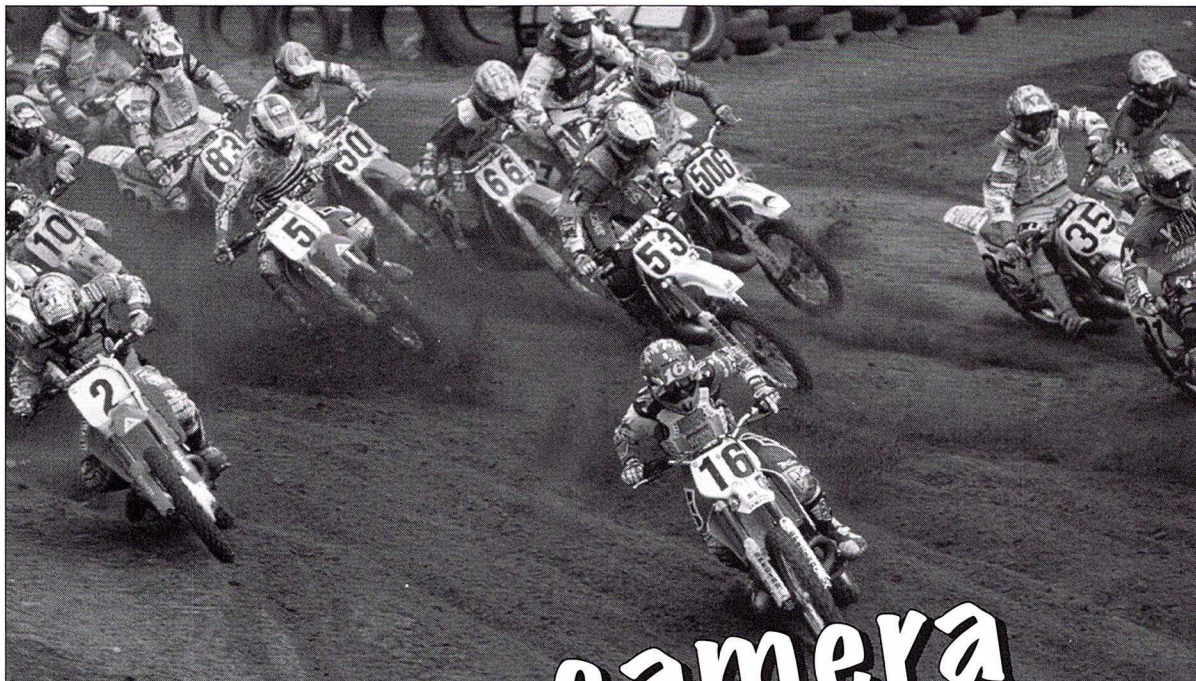
ISDE News

The first round of the ISDE qualifier series is history, and it shouldn't come as much of a surprise that Ty Davis won the overall at the event. Why not, he's won everything else this spring. Second overall was Rodney Smith, third was Steve Hatch and fourth was Randy Hawkins. Fifth overall was desert hare scrambles star Greg Zitterkopf, who was riding a big 620 KTM. Have we ever told you that "zitterkopf" literally means "shaky head" in German? No? Betcha Greg is so happy we told you that. Maybe it'll make him mad enough that he'll qualify for the ISDE again this year.

Foam Tube Update

We're going to have to eat our words about foam tubes, but that's the nature of education, right? In our article on Tech Tubes and Moose Blue Tubes from the April issue, we warned that a short life span may keep you from getting more than a couple of races out of them. Of course, at that point we installed the tubes and planned to ride them until failure. Last week we removed the Tech Tube from our KTM after three ECEA enduros, over 200 miles of trail riding, and two laps of the CATRA course, and guess what? It looked

like brand new, even though the tire was worn out. The tube was still wet and slippery and there were no cuts in the tube, and although it might feel just slightly "softer" than it did when it was new, we wouldn't hesitate to use it again. Keep in mind that this tube was thoroughly lubed with the proper compound before it was installed, which we think is key to its survival. The Moose tube is still in the Yamaha, without as many miles on it, but it, too, is still holding up fine. It looks like you can expect to wear out tires with these things after all!

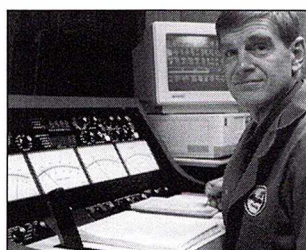


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Monahan Memorial

by Jungle Dave, photos by J.D. and Jay Chittenden

Assonet, MA 4/30

The Saturday before this year's John Monahan Memorial Enduro started as a beautiful spring day. Temperatures in the mid 70's, cloudless skies, and low humidity, really had us stoked as we pointed the incredibly plush Trail Rider limo northward



Climate shock at NETRA's spring fling

at high speed. We were cruising I-95 with the AC on and the windows and stereo cranked up. When the "no smoking" sign clicked on, indicating we were about to land in Assonet, Massachusetts, a quick check of the cockpit gauges showed the windows and tunes still cranked up but the heat turned on. Outside, the trees were devoid of any signs of life, the sun went away completely and threatening clouds made us realize that weather reports really are a localized thing. After dinner at a nearby establishment (what the heck is a Quahog?) our pampered editor decided to get some extra z's and turned in early. This was a wise choice because twice during the night his beauty sleep was interrupted by major downpours of rain. The sun poked out early Sunday morning for about 2.5 seconds and the remainder of the day was overcast with the temperature hovering in the mid to upper 50's. Great racing weather!

The question everyone was asking at sign-up was "Are they putting us through the Swill Hole?" The sign inside Clarkie's barn told riders the happy news. It read: 'Relax, we are not running the Swill Hole this year. The rocks have been taken out to be sharpened and the mud is being thickened.' Oh darn! The Pilgrim Sands Trail Riders had approximately 160 riders pre-entered with

Left: Bert Guerrette is back, riding a KTM and smokin'. (Photo by J.C.)

Below, from left: The Freetown area is studded with interesting rock gardens here and there. It's tough, but there are some really nice trails out there as well. Not too many tears were shed about the lack of the Swill Hole in this year's run, a rock garden lubricated by a free-flowing stream through a swamp. Max Parkes claws his way out of a water hazard in the early part of the run. One thing's for sure about riding this time of year, you're going to get your feet wet one way or the other.

another 40 or so late comers bringing the grand total to 207 contestants for the day.

The state forest (Freetown) which contains most of the trails for this year's event has a little bit of something for everyone. You like rocks? They got rocks. You dig sand? They got sand. You into mud? They got it. Stream crossings? Yup. Cool rolling hills? Of course. Streets paved in gold? Who cares, we don't ride no stinkin' streets!

On the start, the riders were anxious to go. Each line literally blasted off with little regard for their fellow competitors waiting behind them. When club member Kevin Hines helps put together the course there is no such thing as free time in Freetown.

Right away participants were treated to a secret check which took a couple points from everyone except the most severe throttle twisters. Included in this section was a small rocky stream the course ran down for about a hundred feet which gave a few riders a scare and wet feet. Next was an emergency check that fast guys zeroed, followed by a reset. Check number three was a check-in to some high speed rolling terrain with the check-out clipping a few points from most participants. The remaining two checks before the gas stop, which was sensibly located back at the start area, were zeroed by some but the majority dropped a couple ticks.

Ground mileage up to this point was a paltry 28.9 miles. But as they say, it's quality not quantity. The day's second and final loop would end the C riders at check number ten, the B people at check eleven and punish the rest with a grueling points taker terminating at check twelve. Total ground mileage for A riders was 65.6 clicks on the odometer, with the B contestants doing slightly less and the C's a of couple thankful miles less than the B's.





Kerry Clark broke ahead of the rest of the A riders, and came within two points of Guerrette's score but couldn't catch him. He took home the A High Point trophy for all his trouble.

John Monahan Memorial Enduro	
Bert Guerrette	16
Overall High Point	
Kerry Clark	18
High Point A	
Jason Cayer	16
High Point B	
Mike Dowling	23
High Point C	
A Bantam	
1. Pete Tanner	21
2. Darrell Szlacheta	23
3. Jerry Madore	23
4. Kevin Howley	24
A Light	
1. Eric McEachern	19
2. James Kelly	19
3. Rick Claxton	21
4. Dave Gunn	21
A Heavy	
1. Mike Slechta	20
2. Mike Zahansky	21
3. Eugene Sweetser	26
4. Dan Cowan	32
A Four Stroke	
1. Bill Drummey	24
2. Rich Seymour	40
A Senior	
1. Jerry Randall	21
2. Fred Burnham	27
3. Jerry Harris	33
4. Bill Johnson	35
A Veteran	
1. Max Parkes	19
2. Tom Vella	25
3. Sam Fischer	27
4. Ken Robbins	27
B Bantam	
1. John Robbins	19
2. Barry Szlacheta	28
3. Jeff Picard	34
4. Tim Caswell	40
B Light	
1. Mike Toth	21
2. Jon Laramie	21
3. James Roberge	24
4. Matt Bingham	26
B Heavy	
1. John Rosier	20
2. James Copeland	26
3. Gary Schiessl	31
4. Gary Ryan	
B Four Stroke	
1. Bryan Liebenthal	27
2. Alan Walker	36
3. Kevin Jordan	36
4. Paul Cone	37
B Senior	
1. Ken Davis	30
2. Robert Kamay	37
3. David Mathisen	40
4. Robert Landry	41
B Veteran	
1. Tim Dingle	28
2. Steve Brown	29
3. Dennis Gath	29
4. Bill Reardon	30
C Bantam	
1. Joe McLaughlin	33
2. David Parmelee Jr.	33
3. Peter Anania	42
4. Mark Beauregard	42
C Light	
1. Dan Newton	30
2. Jim Cooney	34
3. Anthony Donohue	40
4. John Disimone	45
C Heavy	
1. David Bishop	29
2. Mark Lufkin	31
3. J. C. Zwick	34
4. Russ Armstrong	46
C Four Stroke	
1. Justin Lin	36
2. John Merola	48
3. Gary Johanson	49
4. Dean Coulter	50
C Senior	
1. Russ MacIntyre	39
2. Gerald LaBelle	41
3. Francis Kaess	43
4. Michael Suriani	44
C Veteran	
1. Tony Calabro	34
2. Brooks Saunders	37
3. Ron Beliveau	41
4. Thomas Hall	41
Super Senior	
1. Gordon Razee	48
2. Don Burnett	52
3. Ernie Mellor	61
Women	
1. Karen Whittier	86
2. Michelle McKinnon	190
3. Sherry Landry	ck.9

When the race ended and the bench racing began it was Bert Guerrette's score of 16 topping the field. High Point A honors were bestowed upon Kerry Clark, with his score of 18 points squeaking ahead of Eric McEachern, James Kelly, and Max Parks, all of whom posted 19's. In the B class, Jason Cayer bested his nearest competitor, ECEA transplant John Robbins, by three points. Top of the heap for the C class was Mike Dowling, who dropped 23 for the day, beating David Bishop by six.

The Pilgrim Sands Trail Riders must be commended for putting on a great ride for all of the competitors. We like the idea of the staggered cut-outs for the different classes. Food was available at the start on

Sunday afternoon and camping for the weekend was free...thanks, Clarkie! The scenery remains beautiful even if the weather was a little bleak.

We would like to extend many thanks to Gordie Coyle for showing us around and offering up some interesting tidbits of info, such as Kevin Hines buying a couple of Montesa trials bikes! Gordie is a great guy, kind of like the Ed Hertfelder of NETRA with two major exceptions: he has a heck of a lot more hair and is no way near being the world's worst dirt biker. The John Monahan Memorial Enduro is a great race held in a beautiful part of the country. We are extremely glad we made the trek, and if you didn't, definitely try to do so next year! □

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Earth Day Weekend

Community service is the best way to build a good reputation

by Paul Clipper

Without a doubt, the best thing you guys do is that trash clean-up in the spring. You wouldn't believe how many points that buys you."

The words above came from a New Jersey forest service official a few years back. I forget who it was—I've always had an aversion to authority, especially that which is paid by my own taxes—but the message was clear: If we didn't come around and help them out occasionally, we wouldn't have a leg to stand on when it came to putting on our events in this state.

Believe it or not, our lot has even gotten better in NJ, after five years of community service. This year, in informal situations the rangers have joined us in grousing about the hikers, who complain about everything and never lift a finger to help. We've also heard bad noise about some of the equestrians in the state, who have staged events without even bothering to get a permit. As you won't have to tell any enduro clubs, not getting a permit is Big Trouble in the eyes of the state forest people.

So the greenies in this country long back declared a spring weekend in April as Earth Day, where we're all supposed to forget about big polluters and toxic waste disposal sites for a weekend and root around in the woods and pick up the litter the less-informed among us throw out their car windows. Do I sound

miserable? Sorry, it just gets to me, this emphasis on little trash while the big spenders/big polluters carry on business as usual. Personal feelings aside, the effort we put forth on such projects really do make a difference, and the woods are remarkably cleaner as a result.

The first years we had the trash clean-up, organized for the state forest by the Burlington County (NJ) Federation of Sportsmans Clubs, we hauled so much trash out of the woods that we really did create a disposal problem. We filled eight 30-yard dumpsters and still wound up with a couple stray piles of trash at the meeting site. We also filled a 40-foot trailer to capacity with discarded tires, and had a little overflow on top of that. At that time, five years or so ago, you could walk the length of any well-traveled forest road and pick up a six-pack of beer bottles every ten feet or so. In 1990, we picked up eight tons—that's

were the Pine Barons Enduro Riders, who brought in two loads of trash in a stake-body truck before anyone else showed up at nine!

More than 80 volunteers representing the New Jersey Trails Conservancy and the East Coast Enduro Association turned out for the clean up this April 23rd, easily a third of the attendees. There were also two troops of Boy Scouts (#47 and #19), the eighth grade Environmental Club from Indian Mills, the Indian Mills Volunteer Fire Company, a group of ASPIRE volunteers, the Iron in the Pines 4X4 Club, the Goose Pond Gun Club and the Bighorn Gun Club, better than 200 people total. No hiking clubs, no Sierra Club? No, none at all in attendance; not surprising for a group that only likes to complain about things and never does anything but.

It was a good turnout though, and the effort is appreciated by the forest service, and certainly helps our cause.

Tree Planting

Now the day before the trash clean-up, a smaller number of us met at the headquarters of the Lebanon State Forest (home of the Scrub Pine and Pine Hill enduros), and assisted State Forestry personnel with tree planting. This is another Earth Day weekend tradition, although one little known by most riders. Here's a situation where you have a say in how tight the woods really are: you go out and actually plant the trees!



The Central Cycle Club sponsored a clean-up in the Pachaug State Forest in Connecticut, and packed a number of their trucks with all manner of trash. Above: Members of the Meteor Motorcycle Club pick the shoulder clean on a Jersey pinelands road.

16,000 pounds—of glass bottles, mostly brown.

Going back over the roads in 1995, I'm happy to report that it's working. There was no way you could pick up that quantity of trash this year; not unless you went out of the state forest and started working the neighborhoods. Most riders notice it when they're riding, it's just plain cleaner out there. This year we filled two 30-yards dumpsters and one 20-yarder, and packed a 40-foot trailer only half-full with tires. Most of the clubs participating spotted the trashiest areas ahead of time, while out haunting the woods this spring, and immediately went out to the problem spots and cleaned them up. The grand prize winners in this category



Shawn McKenna and son plant trees in the state forest. Down this way, the Forest sponsors a number of tree-planting days in the spring. Call your local state forestry office for details in your area.



This is one of the spots we replanted about four years ago. Four more years without a fire and it'll qualify for prime Jersey Tight, that miserable, bar-knocking abusive trail that everyone loves.

much better than we might think. Driving past plantations we had done in past years proved them to be true, with hundreds of new tress growing as healthy as you please.

Picking up trash can make you miserable, but planting trees can actually be fun; like you're giving something back for all the enjoyment you get in the woods, or investing the in future. Most state forest services sponsor planting sessions, and are



This is what the woods look like after a hot burn. This happened early this fall, and thousands of acres of pines went up in smoke. We were replanting the area with oak seedlings.

Two areas were earmarked for planting this weekend. One was a plantation in a clear cut area and the other was planned to cover a very recently burned area in Fish and Game lands. There were about 30 NJTC members in attendance, and about half went to the plantation while the rest of us headed out to the burned-out area in Fish and Game, mostly to appreciate the irony of replanting trees in a place we weren't allowed to ride. If you've never been in a recent fire zone, it was worth the experience. Hot, dry, burnt to a black crisp is the best way to describe it. By the end of the morning panting session we had put a few thousand oak trees in the ground, the foresters tell us the survival rate is actually

always appreciative of any help they can get. If you want to volunteer your club for this kind of service just look up your state Forestry Department in the yellow pages and ask them if they offer volunteer days like this. Chances are you'll get an enthusiastic response, and they'll remember your help.

Earth Day North

John Majewski of the Central Cycle Club in Connecticut sent us a note and some photos of their clean-up in the Pachaug State Forest on Earth Day weekend. John tells us that club members picked up 4700 pounds of trash, as well as 78 tires and numerous large appliances from the byways of the

state forest, and all this was disposed of at no cost to the state of Connecticut. The CCC is committed to promoting motorcycling in a positive light, and certainly this kind of work really helps. They put on the Pachaug Turkey Run in the Pachaug State Forest on October 29; you might consider going up and trying out their ride, it's pretty neat. And, the woods will be nice and clean for you!

Thanks to all the clubs and organizations that went out of their way to make the world a little cleaner this spring. If your club has a community service project you would like us to report on in Trail Rider, write it up and send it in, and we'll let the world know what you're doing. □



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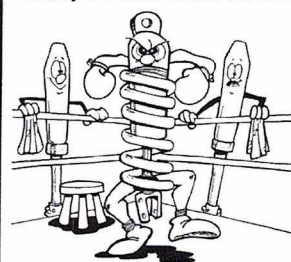
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Sandy Lane Enduro

A beautiful day to start the season

by Mark Uth

Greenbank, NJ 3/19

The Meteor Motorcycle Club kicked off the 1995 ECEA season as well as the fledgling New Jersey State Enduro Championship Series (NJSECS) with the 58th annual running of the Sandy Lane Enduro. Scheduled for March 19, literally the last weekend of the winter season, weather could have been, should have been, a question mark. However, the Meteor guys lucked out again with an unseasonably warm, spring-like day of clear skies and temperatures that rose into the low 60s.

Trail boss Henry Braaksma had laid out a seemingly friendly ride of 75 or so ground miles for the more than 400 riders that descended upon Greenbank for the event. The course made use of classic South Jersey type terrain that included fast cruising through open deciduous woods, the old bog dikes of the south plains, typical pine and broad leaf forest with occasional wetness, and the obligatory trails through the dwarf pine of Coyle Field. A pleasant surprise, the run included considerable whoop and rut-free fresh trail (at the onset), and

even more surprisingly, the race was run entirely at an 18 MPH speed average!

Pre-race speculation had hoards of riders zeroing the course for another "Candy Lane" flop. This was not the case. Instead, the single loop course (separated by three gas availables), managed to sandwich a handful of bony special test sections with checks coming and going, taking a fair amount of points from all in the process. A layout chock full of resets kept all but the spidiest riders on-time and hammering for a full day in the saddle.

Departure from the start had riders keeping time nearly all the way to the first gas available. A couple of secret timekeeping checks were followed by a tricky emergency check located in the dike area of the South Plains. Whooped trail, roots and abrupt turns kept all but the fastest riders on the hammer. While slower riders dropped a point or two, top riders could easily burn the check—many did. A short romp thereafter down sand road connectors brought riders to the first gas available at the Friendship ghost town.

After a refueling and a reset, it's back into woods and across a big swamp (via a lengthy dike) and into some ignorant tight trail near Carranza. A secret check-in was a prelude to a short special test that ended near Carranza Road at check

number five. The piece included some tight trail through rutted low lands that presented



Frank Vanaman is another of the nearly unstoppable Tri-County riders. He finished third A250, behind two of his other club members.



Steve Leatherwood spun the wheels off his YZ, and took the High Point A trophy with 11 points lost. He was part of a pack of 11-point finishers, but beat them all on tiebreaker points.



ECEA's most successful Maico rider, Tom Folkl. Tom won the 1993 A Open class in ECEA, and won his class at the Sandy Lane this year by two points.



Randy Ferman of the Ridge Riders (20A) won the B125 class. He leads Steve Honczarenko, who was second in the B250 class.

much carnage for later rows, followed by fast cruising through open deciduous forest. Best scores for the piece were several zeros posted by Rich Lafferty, Marc Grossman, Craig Cossaboon and Frank Vanaman. Most others were clipped for a point or two, while top riders again ran the potential of getting singled, reference the hot points carded by Jack Lafferty, Jr. and Dale Hiles.

A reset followed and soon thereafter

another potential points taker, sandwiched by secret checks, was run over fast trail through freshly control-burned open woods. This was no doubt the clean-out-the-pipe section and proved great fun except for that sooty ash dust kicked up by preceding riders. Again fast riders who slowed the pace were rewarded with zeros while the inattentive, most notably Craig Cossaboon, Steve Leatherwood, Tom Folkl and Jeff Kirchner, carded more hot points. After the check-out a short connector led into the second gas available located on Seven Bridges Road in Chatsworth.

The course then ran riders down the road toward the inevitable Coyle field sections. Check #8, a couple of miles later, led into a lengthy piece of ignorant tight trail that saw the first universal point loss at the ensuing check-out. Jack Jr. set the pace here with an unequaled one point loss, while a handful of twos were posted by Rich Lafferty, Grossman, Hiles, and Rich Stuart.

A reset and short timekeeping piece followed and then it was back into the bush. Another lengthy section in the heart of Coyle Field began with a secret check-in and ended with an emergency check-out, more than seven miles later. Serious points lossage for most followed as Jack Jr. again aced the field, with the only single point dropped. Rich Lafferty did second best, posting the only two, while several riders including Hiles, Stuart, Leatherwood and Vanaman trailed with threes. Afterward a reset and short jaunt brought riders to the day's final gas available at Oswego Lake.

At the final gas, Jack Jr. and Rich Lafferty were tied at 4 points down, going into the anticipated final special test. Grossman and



Rich Lafferty chased his brother all day, but even though Jack burnt a check Richard couldn't catch him. Rich was second overall, first AA.

Hiles trailed as long shots at that point, showing 6 and 7 cards, respectively. Clearly some help would be needed.

Riders were checked into the final piece, a fairly short section of fast trail and open woods. To make a long story short, Jack Jr. smoked the competition and zeroed the check-out, followed by the one posted by Richard and a handful of twos by the rest of the hot-shoe field. The race ended with two track and paved road connectors that lead

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Winning it the hard way, Jack Lafferty, Jr. earned the '95 Sandy Lane Grand Champion prize with a four score, overcoming the two hot points spotted early on to the rest of the field. Jack Jr. consistently posted the fastest times in every single special test. Runner-up to the overall was Richard Lafferty who lead early by zeroing the check (#5) that Jack burned, but fell a point behind Jack at every subsequent check-out. Richard finished with a five card and the first place AA trophy. Marc Grossman completed a good ride eight points down and third overall. Dale Hiles placed fourth overall on the merit of his nine card, his results suffering as a result of the two hot points dropped in the morning.

The top five overall rounds out with a B Class interloper, OCCR phenom Dave Groemm. Dave posted good scores all day long aboard his KX500, dropping 10/241 on his way to earning the High Point B. Hot points decimated the finishes of numerous top A class riders. Nonetheless, Steve Leatherwood overcame early hot points with top special test scores to earn the High Point A trophy with an 11/188 score. Runner-up to the HPA was BER's David Waltz with an 11/236 card.

Meteor presented a healthy spread of plaques and trophies in typical ECEA fashion. While riders waited for results to be posted, many sampled good food that included burgers, dogs, chili and venison treats, served by friendly gun club members. In all, few complaints were heard as perfect riding conditions

prevailed over any spankings had during the day. The post race blotter revealed no negative feedback from any government officials and/or authorities, and no injuries of

any significance. As expected, everything came up spades for the wagon wheel crew, and they are deserved of sincere thanks for their efforts. □

Sandy Lane Enduro

Class Results

Jack Lafferty Jr. Hon 4

Grand Champion

Steve Leatherwood Yam 11

High Point A

Dave Groemm Kaw 10

High Point B

Michael Bradway Yam 17

High Point C

AA

1. Richard Lafferty KTM 5

2. Marc Grossman Kaw 8

3. Dale Hiles Jr. Yam 9

4. Richard Stuart Kaw 10

5. Hank Stankiewicz Kaw 12

A Light

1. John Smith Yam 11

2. Pat Emmons Yam 13

3. Victor Chalow Yam 17

4. Ellis Tomlin Yam 17

5. Greg Davies Yam 16

A Medium Light

1. Scott Wolcott Kaw 12

2. Ed Hamilton Kaw 13

3. Robert Mohn Kaw 15

4. Mark Marcin Kaw 18

5. James Brethauer Kaw 19

A Medium

1. William Smith KTM 11

2. Lewis Smith Jr. KTM 12

3. Frank Vanaman KTM 12

4. Mark Spence Kaw 12

5. Jim Franks Suz 12

A Heavy

1. Tom Folkl Mai 13

2. Byron Culbertson Hon 15

3. Michael Moore KTM 15

4. David Jobs Hon 17

5. Wayne Fontanazza KTM 17

A Veteran

1. David Waltz Kaw 11

2. Jeff Kirchner Kaw 12

3. Todd Reder Suz 12

4. Stuart Crouch Hon 12

5. Kevin Kuenzner Hon 13

A Senior

1. S. Wolfersberger Kaw 13

2. Bill Atherholt Suz 13

3. Wick Wickline Yam 16

4. Thomas Marsh Kaw 18

5. David Barlow Kaw 19

A Super Senior

1. Charles Stapleford Kaw 18

2. Jack Lafferty Sr. KTM 18

3. Pete Parlett KTM 21

4. Ralph Wickersham Yam 29

5. Ray McAloon Kaw 30

A Four Stroke

1. John Roeske Kaw 12

2. Mark Young Hon 19

3. Eric Nijkamp Kaw 19

4. John Cushing Hon 24

5. Barry Crowe Suz 28

B Light

1. Randy Ferman Hus 24

2. Ed McGall Yam 27

3. Craig Copeland Hon 28

4. Steve Fox Hus 38

5. John Rizzo Kaw 59

B Medium Light

1. Ed Sohayda Kaw 17

2. Ron Lucas Kaw 20

3. Jeff Huesman Kaw 23

4. Mike Lagola Kaw 26

5. Todd Lockard Kaw 30

B Medium

1. Steve Larkin Hon 18

2. Steve Honczarenko Yam 20

3. Jim Fontanazzi Yam 20

4. Mike Dolecek Kaw 21

5. David Maco Suz 22

B Heavy

1. Marshall Rose 22

2. Richard Kline Yam 23

3. Dave Uth KTM 26

4. David Merling KTM 27

5. Anthony Palumbo KTM 31

B Veteran

1. Michael Bianco Yam 23

2. Kurt Maas Suz 24

3. Lou Green Hon 26

4. Sven Harms Kaw 26

5. Chris Wyckoff Kaw 26

B Senior

1. Craig Burfield CRE 29

2. James Schmits Yam 30

3. Brent Bush Kaw 39

4. John Diobilda Kaw 44

5. Michael Pratola III Suz 46

B Super Senior

1. G.H. Huhn, Jr. KTM 33

2. Jim Jenkins KTM 47

3. Lewis Newman Kaw 56

4. Bob Darpino Kaw 57

5. Chip Furlong Kaw 59

B Four Stroke

1. Blair Kolbeck Hon 25

2. Rob Kirkpatrick Hon 25

3. Enrico Galassi Hon 28

4. Jeff Jensen Hus 30

5. Frank Lillo Hbg 33

C Light

1. Phil Cassot Kaw 23

2. Michael Cibulus Kaw 36

3. David Van Pelt Kaw 38

4. David Nash Kaw 39

5. George Parker Jr. Kaw 44

C Medium

1. Michael Bradway Yam 17

2. Mike Hickman Kaw 21

3. J. Shukovsky Jr. Hon 30

4. Bobby Solomon Kaw 32

5. Brian Burke Kaw 32

C Heavy

1. Steven Guers KTM 31

2. Mike Stoddard Kaw 47

3. Roger Huenemeyer KTM 52

4. Shawn Babcock KTM 57

5. Ken Wadle KTM 57

C Veteran

1. Michael Thompson Hon 40

2. Glenn Shiffman KTM 42

3. Dave Chambliss KTM 43

4. Kevin Berryman Yam 43

5. Steve Phillips Hon 44

C Four Stroke

1. John Putorti 37

2. A. Baumeister Hon 41

3. Danny Chavis Yam 51

4. Ken Martin Suz 55

5. Mario DePalma Suz 62

Masters

1. Joe Galie Sr. Yam 50

2. Dan Van Driel Hus 54

3. Ed Baker Hon 66

4. Robert Hoover Hon 117

Women

1. Kathi Cambell Kaw 34

Dual Sport

1. Bill Hess II Suz 31

2. Mike Webb Yam 210

3. Theodore Smith Hon 217

Vintage

1. Pat Bilazzo KTM 132

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Food and gas available Saturday August 5 in Middlebury Center, PA at Donna's Corner Mart

Send pre-entry form and check to

Canyon Riders M.C., RD 2, Box 3B, Middlebury Center PA 16935.

For rider confirmation, send self-addressed stamped envelope with entry.

Phone Information: 717-376-2343, ask for Mark

Machine & Rider requirements: All bikes must have a license plate and a working, effective muffler and lights. No bikes started before 7 A.M. Any pit racing will be cause for disqualification of the involved rider. All riders must possess an ECEA or other District number enduro license. If you do not have an ECEA license, one may be obtained by taking the ECEA test on Saturday, August 6 at the enduro site between 1 P.M. and 7 P.M. If you are not an AMA "A" rider or "B" rider, please check "C" as your class on the entry blank. No refunds to accepted entrants.

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

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**Participant under 18 must have
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Parent/Guardian Signature (sign in ink)

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| <input type="checkbox"/> Senior (40+) A-B | <input type="checkbox"/> Super Senior (50+) A-B | | |
| <input type="checkbox"/> Four Stroke A-B-C | <input type="checkbox"/> Women | | |
| <input type="checkbox"/> Veteran (30+) A-B-C | <input type="checkbox"/> Masters (60+) | | |

OFFROAD BY ANSWER

How to ride in Scott Summer's clothes and save riding land at the same time

by Jungle Dave

Recently we tried out a set of gear from Answer Products' new Scott Summers Off Road Line. The complete line included a slick enduro jacket, commodious pants, Cold Front gloves and a loud cotton jersey.

The jacket and pants are offered in three tasteful color combinations; red, blue, and the violet which we obtained. Both garments use equal amounts of black and gray so you will not look like a P.T. Barnum sideshow. They each incorporate a material very similar to Gore-Tex called Entrant GII. This fabric is waterproof and windproof while still retaining its ability to allow perspiration to evaporate. The outer shell is your typical heavy duty nylon while the inner lining is wisely constructed from mesh nylon. Also, each have liberal amounts of Kevlar-reinforced material in the elbows and knees.

The jacket has two large ventilation openings on the inside forearms and one large opening across the back. The vents on the forearms zipper open and have a storm flap that uses Velcro to hold it that way or seal it tightly shut. There are four pockets on the front, the lower ones having a zipper and the upper two using Velcro. The main front zipper has a Velcro storm flap and ends at the comfy fleece-lined collar that can be closed tightly on those chilly rides.

We have worn the jacket, pants, and gloves when the weather was really foul and must report that all performed exceptionally well. The Cold Front gloves use neoprene backing for warmth and a padded synthetic palm that is reinforced in critical areas. A nice added touch to the gloves is the long wrist enclosure that tucks way up inside your jacket. The Force jersey is all cotton with a taller collar. All the graphics are of the silk screen variety, match the color



schemes well, and generally look pretty cool.

One down side to this high tech material is that the manufacturer recommends it only be washed by hand! Bogus! Realistically, most of our faithful sidekicks will barely tolerate putting our smelly, sweaty gear into a washing machine, adding detergent and pushing the appropriate buttons. This hand-washing thing will just not fly. Naturally, being semi-fat, lazy editor types, we choose the easy way and select the most gentle cycle our machine has, and remove it before the spin cycle. This again, is completely against the manufacturers' recommendation, so keep in mind that if you want it to last treat it right.

Retail pricing is as follows; jacket \$259.95, pants \$184.95, jersey \$26.95, and gloves \$42.95. Sizing is accurate to real world standards, so act accordingly. This product line is made for us discriminating hard-core eastern types and should last a long time. We consider it a wise investment, especially when Answer Products is doing something for us in return, besides making some fine gear. Answer is putting cold, hard cash back into the sport of off-road recreation. As enthusiasts buy items from the Scott Summers Line, a portion of the purchase price will actually go in a fund dedicated to keeping land open to OHVs! Called The National Open Trail Fund Coalition, it is administered by the AMA and is no doubt a worthy cause for anyone in the sport. So, make a direct donation or better yet, buy some of Answer's gear and let them do it for you. □

Jungle Dave plays peacock in Answer's new Scott Summers line of gear. Water repellency is great, and the jacket is designed to fit tight, to avoid snagging on trees and brush.

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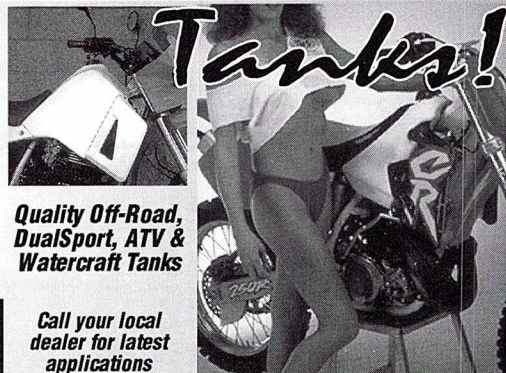


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Trail Rider TOOLBOX

by Mark Uth

Sparky Parts

Thanks to today's pointless electronic ignition systems (PEIs), black boxes and other mystery electronics, the maintenance and repair of typical bike ignition systems consists of little more than spinning in a fresh spark plug every now and then. This wasn't always the case, however. Most bike owners will still remember the days of gapping points with matchbook covers and really being worried about ignition cover waterproofing. While PEIs have certainly improved ignition reliability and durability, fact is that when they do fail (or are even suspected of failure) diagnosing and isolating the cause and/or offending component can be a tough nut to crack. As usual, a little background can help the effort.

In the olden days, a motorcycle ignition system consisted of a stator plate (with integral breaker points), rotor (flywheel) and ignition coil. Windings on the stator plate produce an electric current when the magnets on the rotor pass by. When breaker points are opened, this current is allowed to travel to the ignition coil, which is essentially a transformer that steps up the voltage considerably. The high voltage charge then makes its way to the spark plug and jumps the plug gap with a fat blue spark, provided everything is in proper working order and adjustment.

Most problems with breaker point ignitions are in some way tied to the points or point contacts. To begin, the point gap must be set with some accuracy, as this not only controls the spark characteristics, but affects the timing as well. While this sounds simple, the placement of the points beneath the flywheel confounds the process. Furthermore, most breaker points themselves have the tendency to work themselves out of adjustment all too frequently, as the single screw mounting schemes are not very secure and the point contacts and rubbing blocks simply wear out frighteningly quick.

PEIs have been around since the '70s and eliminated mechanical failures associated with breaker points. They consist of mostly the same components, including stator plate, rotor and ignition coil. The big difference is, however, that there are no contact points on the stator plate. Stator coil output is instead routed into an electronic module (also called the "black" box or ignition module) that electronically determines when the spark should be fired. Some manufacturers

(i.e. SEM) further combine the ignition module and coil into a single unit.

PEIs have evolved since their debut, as original versions were analog type while new digitally controlled PEIs are now emerging. The difference between the two is how the ignition module determines when the spark should be fired. Analog PEIs most often determine engine speed by measuring a voltage produced by another coil on the stator, while digital ignitions use a sensor (or pulse generator) much like the odometer sensors used for enduro timekeeping gear. The digital pickup lets the ignition know when the crank is at a fixed position relative to TDC and the duration between pulses determines engine speed. Spark timing is controlled by a programmable chip found within the digital ignition module that tells the unit when to fire at a given engine speed. The neat thing about digital ignitions is that this chip can be programmed for different ignition (spark timing) curves to drastically change engine performance.

Many motorcycle manufacturers are making use of this capability during bike R&D efforts. Cagiva/Husqvarna uses a digital electronic ignition on their Husky 610. During the prototyping phase, plug-in chips are used to test different ignition schemes and optimize performance. Unfortunately, the production model gets a fixed chip and the entire ignition module is potted for water resistance and durability, making owner changes nearly impossible.

The Answer Roost Boost, popular some years back, was another scheme used to alter ignition curves through electronics that was received with mixed results. The Roost Boost is a simple circuit that "fools" the ignition into thinking the engine is running at a different speed, and changes the timing accordingly. It is likely, however, that sometime in the future, interchangeable chips could be offered for motorcycle ignitions to allow racers the ability to tune their power delivery to particular riding conditions. Look for an entire aftermarket industry to spring up around this capability.

The drawback with electronic ignitions is that when they do fail, you've got big (read: expensive) problems. Forget about trailside fixes and get the tow rope out because there's no grey area of electronic ignition failure—it either works or it doesn't. Sure, you'll check the wire connections and grounds for good contact, but don't get your hopes up. Even when back at the garage, it's still trouble. This might actually be one of the few cases where your dealer is the best option for fault isolation.

Almost universally, shop manuals are poor when it comes to diagnosing and pinpointing electronic ignition component failure. Said shop manuals use tables and ranges of resistances, voltages and/or continuity, to determine the health of a given component. The home mechanic is faced with the

prospect of using a multimeter to measure the various indicators. The problem is that false positive indications abound, and many new components don't even fall within prescribed ranges.

The surest way to determine the failed component (and the way most dealers use) is to swap out known good parts. A riding buddy with the same bike is a good solution. If you don't have access to spare coils, ignition modules, etc., purchase of these non-returnable electric parts for testing is an expensive solution.

Once you've identified the offending component there are several repair/replacement options, depending on the component(s) needed. Be advised that most OEM ignition parts (stator plate, rotor, ignition module, coil) are fairly expensive, some costing several hundred dollars apiece. Added together, an entire replacement OEM ignition system could cost nearly \$1000! Also note that, for the most part, different

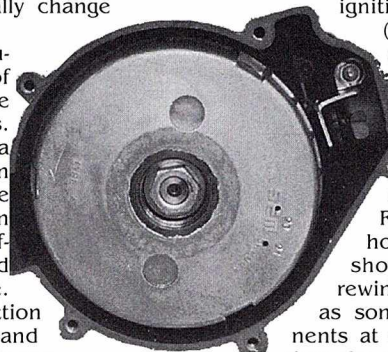
ignition system components (from different makes, models, years) cannot be mixed and matched.

In the case of failed ignition modules or ignition coils, these parts are simply not repairable and must be replaced.

Regarding stator plates, however, there are several shops that specialize in rewinding stator coils, as well as some other ignition components at a price considerably less than the cost of a replacement stator plate assembly. Rewind services for most late model bikes can be had—see the vendors listed at the end of the story and call for individual model/component applicability.

Another option is to consider a complete aftermarket ignition system. One such source is Dane Leimbach's outfit (Penton Imports), which is a distributor of performance motorcycle ignitions, including Motoplat and PVL USA. Nearly everyone has heard of Motoplat, the now-defunct manufacturer of ignitions for many European dirt bikes. Dane still retains considerable in-house stock and long term experience with these ignitions. Even better is replacement ignition manufacturer, PVL USA, who manufactures performance ignition systems for nearly all post-1980 Japanese bikes, KTMs and Huskys.

The reasons for choosing an aftermarket replacement ignition are many. First, replacement OEM parts may simply not be available. With the failure of Motoplat, new OEM parts for many European models are not available. Additionally, the reliability of older Motoplat (et. al.) ignitions has often been questioned. You might also find that the cost of an entire aftermarket ignition system may be comparable to the cost of one or more replacement OEM parts (be advised, prices do vary). While a complete Japanese OEM ignition system (stator plate, rotor, ignition box and coil) might cost \$750 or more, a replacement aftermarket ignition



system for that same application would probably come in at about half that.

Finally, aftermarket ignitions, like the PVL unit, are purported to be more performance-oriented, not making compromises to production costs or market surveys. While we haven't been able to analytically evaluate claims of stronger sparks or better reliability, one definite benefit is the lack of a rev-limiter on the Euro/PVL units, common on Japanese ignitions. While probably on the pricey side, other special features can be also be incorporated into special-order aftermarket units, such as lighting coil options or breaker point ignition conversions. Your only limit will be the thickness of your wallet.

Aftermarket Ignition Systems:

Dane Leimbach
PVL Electronic-Penton Imports
1115 Milan Avenue
Amherst, OH 44001
(216)988-4474

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LITTLE RACCOON

Hawkins wins the coonskin, but Davis keeps the lead

by Paul Clipper

Wellston, OH 5/7

So this was the story so far: Ty Davis, Jerry Bernardo's neighbor and Kawasaki off-road hero of the year, was leading the national enduro series and the guys from Suzuki were sweating bullets. If Hawkins or Hatch couldn't stop him, he'd take the championship away from Suzuki with little more than a thank you, but luckily the series was ending its spring fling in southern Ohio, land of notoriously difficult enduros. If there was a place the Suzuki team could get together and score some points on "Ty-wrap," this was the place.

How bad could it be? All you had to do was look around on the drive south, from Interstate 70 and Zanesville, all the way down to the Comfort Inn in Jackson, where a ton of us were staying. Every town had its own "Pottery Factory Outlet," and all the landscape between was filled with billboards advertising the next one. Now, pottery is a simple thing; and all you need



Randy Hawkins revealed some of his old form, and rode a smart, fast race to finish on top overall.

Raccoon Creek on the way down Route 50, and see that tell-tale slimy blue-gray-yet-transparent color to the water, and you know that the stream bed is nothing but blue marl, some of the finest pottery-making clay you can root out of the ground.

Clay is not kind to motorcycles, and wet clay is especially foreign to a southern Californian like Ty. Mix it in with super-tight trees and typical eastern woods features like ruts and mudholes and roots, and it was plain that the pressure would be on him to hold onto his lead.

The rain had stopped on Thursday, and the weather for the weekend was going to be beautiful—blue skies and warm temperatures. Hanging around on Saturday afternoon we got to talking with Joe from Moose Racing, who wrenches for Steve Hatch, and he said they'd gone out testing that morning and the woods were just as slimy as they could get...this was said with the sinister chuckle that comes from a person who knows what conditions like that can do to a rider. Basically, everyone who'd been there before agreed. It was going to be a typical southern Ohio event. Senior and Super Senior class riders Gary Doerr and Ernie Mellor like to tell the story of the time they talked a load of New England riders into coming to southern Ohio and on that year it had been raining steady for a week or two before the event, and didn't even bother to stop for the start. Most all of the New England riders holed out before the first check, and vowed never to come back! They had plenty of company, since nearly everyone else holed out as well.

Randy Hawkins was certainly happy to be there, and was looking forward to a good

ride. He lamented for a bit with me on the gradual change in enduros from survival event to speed contest, something he had been quoted on in Cycle News and actually been accused of whining about it. He's right, though, and it's something I've written about in Trail Rider. Enduros are getting "easier," because of lack of land, rule restrictions and lack of imagination from some clubs, and because of that they are won by the fastest rider, not the most skilled survivor of the event. You can read this either way—you can say "yeah, that's right!" or you can shrug it off and say who cares, depending on whether you're judging people on their speed or their endurance. Personally, I think that "speed" enduros are a lot more dangerous, just because of the speeds you have to travel to stay in the results. You can collect a lot more damage when you hit a tree at 35 mph than you usually do when you whack it at 10 mph. Randy feels the same way, basically, but it sounds like sour grapes when you're getting beaten by someone who can simply ride faster than you.

Not to say that Ty Davis is a Johnny-come-lately. Remember that he finished top American at the ISDE for the last two years, against a huge field of America's best enduro riders. Ty is just plain good; and he's young and enthusiastic about what he's doing. He has something to prove. He knows he's good enough to win the enduro championship, and he dearly wants to do it. He was beaten two weeks before at a very muddy run in Louisiana by Kelby Pepper, but then last weekend he had won the over-



Steve Hatch fell behind in the early part of the run, but scrambled back to tie Randy for points, although Randy got him on tiebreakers.

to make it is one natural-occurring ingredient: clay. Get enough clay, and you too can own your own Pottery Factory Outlet, and the one thing southern Ohio has is clay.

You can spot it by the way the stream banks are cut—not smooth and sloping like sand, and not jagged and sharp like rock. All the stream banks are squared and shiny, in a slimy-looking way, and the water lay brown and menacing with no indication of depth. Worse yet, you look down at the



Ty Davis rode really well for an avowed westerner, but he held nothing in reserve for the last 21 mile section and wound up getting caught and passed by Hatch. He's still first in the points, however.



Terry Cunningham tries his best to take out the photographer. T.C. was basically riding in his own back yard, and finished third overall on his Gas Gas.

all at the Texas ISDE Qualifier. Up until Ohio, he had four national enduro overall wins to his credit, and a second in Louisiana. The bottom line: Ty is driven, and unless he injures himself out of the series he is very likely to win it.

Trouble is, he's got between now and October to worry about it, because that's how long we all have to wait for the next national (now that Ohio is history). October first is the next run, in Texas, and he can mathematically lock up the championship there, possibly, since the best seven out of nine events count in the nationals. On the 15th of that month is a round in Illinois, and then Delaware on October 29; and Ty does not plan on going to Delaware, since it conflicts with Baja preparations.

The day started out easy enough with a pavement ride out of the Wellston Fairgrounds, but it was just about enough time to check their odometers before they were dumped into the woods and shown what the word "mud" meant. The leaf cover isn't so heavy this early in the spring, so the high spots were actually firm and good riding. However, the shadow sides of the hills and all of the gullies were wet and slimy, and the first place we went to take pictures was a little stream crossing barely six miles out and already nasty.

The early riders had already gone through the obvious lines and chewed big ruts, and every minute seemed to sacrifice a rider out of its ranks to spend some time stuck. It took some thinking to get it right, and actually one of the first AA riders through had the best attack. Mike Lafferty, riding his KTM on minute 24, came down the hill looking at the gully in question and never even needed to pause when he saw a rider stuck in the obvious line. He picked a spot on the two-foot bank that was relatively open, wheeled his bike up and slammed right across, hopping up the other side and never even bothering to shift into first. Very impressive! This is Mike's first year on the national circuit, and it looks like he's definitely going to be a factor in the series over all next year. He's presently sitting fifth in points for '95.

Terry Cunningham came by next, and did the section with little fuss, just like he'd grown up around there, which he had. "T.C." lives right up the road closer to Athens, and spent all his life hammering through these woods, so there isn't any-

thing down there that can surprise him. He was definitely in contention for the win, riding a Gas-Gas 125, even though he isn't regularly competing in the national enduros.

The rest of the AA riders came through, with varying amounts of success, but nobody having any real trouble. We ran to another spot on the trail just a mile or two further on, and watched them slither down a ribbon of grease across the edge of an open field—so much for the course drying out in the sun. Saw one poor soul slide out and dump it over the high side into a swill-hole of black cake batter. He got up covered with mud and looking as disgusted as a human could, only to smear off what he could and continue up a deep gully of equally slimy mud and dog-paddle up a hill and back down the other side. And you know what? It wasn't even nine miles out

yet...they wouldn't turn their cards in for another 135 miles or so, if they were lucky enough to finish!

Hawkins, Davis and Lafferty zeroed this first surprise section, and then everybody was given twenty or so miles of "easy" riding to warm up. A second six-mile section took points away at about 37 miles out, but here the entire AA ranks were awake, and Hawkins, Davis, Hatch, Lafferty and Kelby Pepper each dropped four points in the section. A gas stop, at 50 miles out, gave them all a ten minute break, and Hawkins was in the lead by then, with a handful of seconds over Davis, while Hatch and the rest were a point or more behind.

After the gas stop everybody was checked into a 28-mile section that was the back-breaker for the B's, C's and probably most of the A riders, but according to Randy "at least the first two checks were zeroable.

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Mike Lafferty had a great ride until a fouled plug slowed him down. Quoting Hawkins: "He's going to be real tough to beat next year."

The racing didn't really start until about 86 miles or so; at least that's where we started getting late." They were clocked out of the section at around 93.1 miles, and by that point Randy had whupped everyone else with a 2:26. Pepper turned in a good score with a 2:40, and Davis did a 2:58 while Lafferty dropped 2:50.

Hatch, meanwhile, had slipped further behind in that last section with a 3:37 after a crash and other little problems, and left him with a two-point deficit to make up

after the second gas stop. This would be the time for it, for certain, since the B and C riders were taken out and pointed home, and the remaining 45 miles were A and AA riders only.

The best description for this last section is "death march," because this would be the final chance, and there would be no let-up for the next 21 miles and three checks. The section was elbow-tight singletrack, hacked through what is best described as a jungle growing over reclaimed strip-mine land. Hundreds of acres of saplings and undergrowth so dense that the trail was no doubt the only way through, followed by uphill/downhill woods sections with steep hills and valleys of slime. Real enduro riding!

The first pair of riders to look out for was Mike Lafferty and Terry Cunningham, but here their order was reversed and it was Cunningham leading the charge. We found out later that Lafferty had fouled a plug going into the section and clocked in almost a minute late after changing it, and wound up carrying that late time through three checks, unfortunately, scoring a 6, 7, 7 on checks 12, 13, and 14, plus a 1 point loss at the check-in (check 11) that everyone else zeroed. It had to be a heartbreaker, because up to that point he was vying with Davis and Pepper for second-place points. Still Lafferty gets our vote for national enduro rider to watch out for next year. With this year of experience under his belt, he's going to be hard to control.

The rest of the AA riders filed past our vantage point, but we were waiting impatiently for the three riders out front.



Kevin Bennett rode the same minute as Lafferty, and hammered the A Four Stroke class by a wide margin on his XR250.

Hawkins was first, riding on 34, and he came through looking strong and fast...he looked tough to beat. Next would be Ty...but no! Hatch came through next, looking fast but wild, and mowed down a couple of saplings on the way past. Davis was about 20 seconds behind him, still looking accurate and strong, but the unmistakable "jello-neck" bobbing of the head was setting in, and we could see the fatigue in the way he steered the bike. Ty was being worn down by that good old southern Ohio ter-

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rain. "I felt like a jerk!" he said afterwards, "Sawing away at the bars through that tight stuff. When you get tired and start hitting the trees, it's no fun at all."

The best scores through that section were posted by Hatch, who went 3, 5, 5 at the three back to back checks; by doing so he erased his early deficit and pulled even with Hawkins, at 21 points each. Hawkins, who had been even with Davis before the section, went 4, 6, 5 in the long section, with Davis and Pepper clocking in with a 4, 6, 7. That wound up tying Davis and Pepper up with 23 points each, and although we didn't catch Cunningham's check scores, he too emerged from that section with 23 points total.

With 20-plus miles to go, that was basically the end of the day for the A and AA riders, but disaster struck Kelby Pepper when he lost his concentration and burned the last check by a minute, adding two points to his score. When they turned in their

Little Raccoon National		
Class Results		
Randy Hawkins	Suz 21	
Grand Champion		
Doug Blackwell	26	
High Point A		
Erik Robson	17	
High Point B		
AA		
1. Steve Hatch	Suz 21	
2. Terry Cunningham	GG 23	
3. Ty Davis	Kaw 23	
4. Kelby Pepper	Kaw 25	
5. Mike Lafferty	KTM 27	
Open A		
1. Mike Slechta	51	
2. Rodney Judson	57	
3. Gary Roach	57	
4. Karl Fahringer	66	
5. Scott Rice	89	
200 A		
1. Jeff Fredette	38	
2. Kevin Brown	48	
3. Craig Hayes	68	
4. Rob McGee	91	
5. John DiVito	126	
250 A		
1. Gene O'Neil	35	
2. Marty Kehlmeier	35	
3. Shawn Sommers	41	

4. Robbie Jenks	41	
5. Josh Cone	47	
Four Stroke A		
1. Kevin Bennett	36	
2. Jared Green	50	
3. Tom Doyle	145	
4. David Satterfield	149	
5. Scott Klamforth	ck.12	
Senior A		
1. Tom Ebersole	80	
2. Tom Parfitt	91	
3. Tom Charnell	105	
4. Butch Rose	113	
5. Gary Doerr	159	
Veteran A		
1. Jim Robson	46	
2. Wally Wilson	52	
3. Grant Palanske	66	
4. Tim Hart	72	
5. Jeff Wright	72	
Super Senior A		
1. Jack Shoalmire	34	
2. Charles Burk	44	
3. Ernie Mellor	67	
4. Robert Vollmar	76	
5. Clifford Saul	80	
125 B		
1. Terry Spencer	18	
2. Pat Pinkerton	21	
3. Jeremy Berwanger	23	

4. Jeff Sexton	31	
5. Mike Slopko	32	
250 B		
1. Eric Davis	22	
2. Doug Kisor	24	
3. Chad Ingalls	29	
4. Rusty Easter	29	
5. Greg Baxter	30	
200 B		
1. Heath Bennett	22	
2. Heinz Raidel	29	
3. Dennis Buttrick	30	
4. Bob Carpenter	32	
5. Isaac Ackels	38	
Veteran B		
1. Jeff Lambert	29	
2. Dwane Davenport	33	
3. James Malone	33	
4. Rusty McNichols	46	
5. Paul Patton	63	
Open B		
1. Shane McNally	25	
2. Bill Kottgan	29	
3. Greg Umstead	29	
4. Gregory Hughes	32	
5. Lee Grigsby	44	
Four Stroke B		
1. Jeff Smith	52	
2. Steve Miller	56	
3. Carl Hampton	69	

4. Scot Selbee	102	
5. Dan Bryan	188	
Senior B		
1. Gary Spencer	27	
2. Dale Sanders	34	
3. Dan Miller	42	
4. Bill Matthews	43	
5. Richard Goldsmith	43	
Super Senior B		
1. Larry Menefee	72	
2. Richard Cone	107	
3. Cletus Kuhn Sr.	ck.9	
4. Ed Reno	ck.6	
200 C		
1. Andy Morris	172	
2. John Hardesty	179	
3. Gary Carr	275	
4. Jerome Harden	ck.7	
5. James Stanley	ck.2	
Open C		
1. Brian Neal	ck.6	
2. Scott Clary	ck.2	
250 C		
1. Brian Newberry	46	
2. Dwaine Tribby	81	
3. Christopher Morris	98	
4. Jeff Hill	120	
5. Andrew Young	143	
6. John Wagner	145	

eighth with a 29, and Alan Randt of Michigan with a 35 for ninth overall. South Jersey's Kevin Bennett finished up the top ten with a 36-point loss, riding a Honda XR250 in the Four Stroke A class. Doug Blackwell also scored the High Point A trophy for his sixth-place finish, and Erik Robson was the High Point B winner for the day. The top finishing C rider was Brian Newberry, dropping 46 points over the shortened course. It was quite a day. Everybody left the Wellston

Fairgrounds with renewed respect for southern Ohio, and the Appalachian Dirt Riders did a great job with the course, the logistics and the scoring, getting everyone trophied and on the road by five o'clock. It was good to see the country's best enduro riders battling it out again, although the war won't be won until the fall. Will it all come down to the best score in Delaware, like it did last year? Perhaps, but we'll have to wait for October to find out!

Mike Lafferty scored a seventh overall with his 27 points, leading a group of Team KTM riders—Matt Stavish of Minnesota in

cards it was Hawkins winning the overall with a 21, and Hatch finishing second by tiebreaker points, also with a 21. Cunningham scored a respectable third with 23 points, edging out Davis who finished fourth with his 23. Kelby Pepper was fifth with 25 points, and 250 A class rider Doug Blackwell broke the AA ranks by finishing sixth with a 26.

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Editor Tom Webb's list of racing credits includes AA National enduro rankings as well as International Six Days Enduro experience. You know those riding fantasies that most of us have? Tom's fulfilled them. And he backs it up with equally impressive journalistic style.

Editorial Director Charlie Morey has been riding since 1965. His knowledge and perspective on today's political and land-use

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Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

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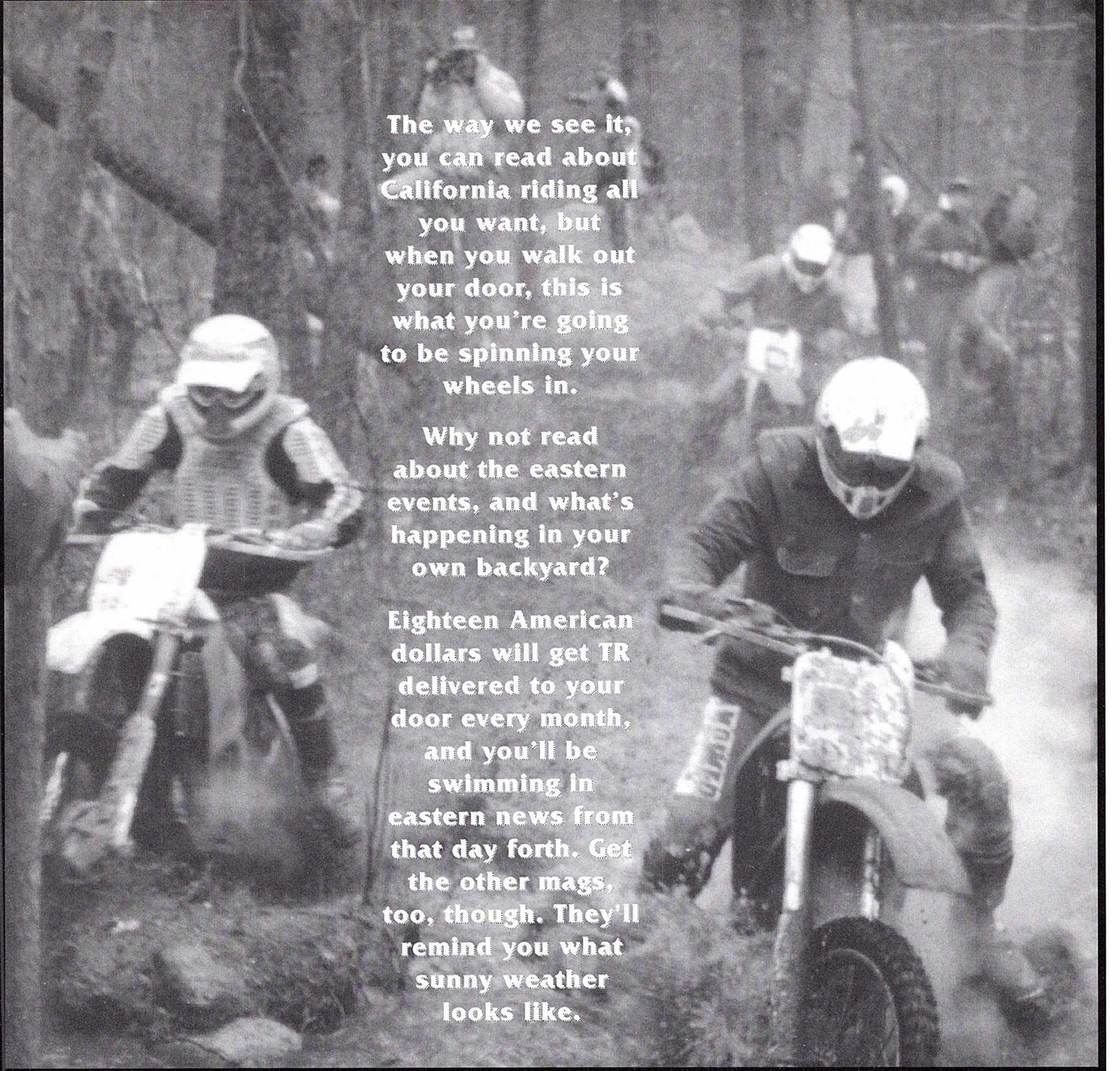
Ken Faught is the newest member of **Dirt Rider's** team, and as our Moto! Editor, his photography and writing skills leave other motorcycle journalists in the dust.

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**Trail
Rider**
MAGAZINE

Ready for the Trail

Testing KTM's newest dual sport bike at the Nevada 200

by Paul Clipper

Late winter and early spring on the east coast is the breaking point for cabin fever. Even after a mild winter, such as we had this year, a body can get powerful tired of leafless trees and grey landscapes, and yearn for the first sunburn of spring. We at Trail Rider are especially guilty of this feeling, and after being cooped up in the basement offices of TR for a few months (no place to go when nobody's racing), it was definitely a welcome opportunity when the phone rang and Scot Harden of KTM asked if we'd like to come to Nevada for a three-day trailride and try out the new California version of the R/XC dual sport bike.

What, like he really has to ask? We had our gearbags packed and headed to the airport long before we even knew when the ride was. Turns out it was the last weekend in April, and the ride would be an organized, annual trail ride known as the Nevada 200. The 200 is an 11-year old jaunt through the mountains and valleys of southeastern Nevada, starting in the historic old railroad town of Caliente. The name is Spanish for "Hot," which may seem like an appropriate name for a desert town, but rather than being named for the air temperature in August, Caliente is named for artesian hot springs that served as both a tourist attraction and a much-needed water stop for the railroad from Los Angeles to Salt Lake, way back in the good old days. The trains burn diesel now, rather than water and coal, but the hot springs are still bubbling and a soak would be easily available at our home base for the long weekend, the Caliente Hot Springs Motel.

The ride was a three-day jaunt, roughly 60 miles on Friday afternoon, a good, long 115-mile stretch on Saturday, and another 75-mile ride on Sunday morning. Typical desert terrain and conditions would await us. Dry, dusty, high of 75 degrees or so and pretty much brilliant sun and blue sky all day, with puffy white clouds in the afternoon. Dirt roads, dry gravel washes,

two-track and fast single track trail were all ribboned and arrowed for the three days, and in addition three guides would be leading three different groups of riders: Harden would be leading the "A" riders, Casey Folks of Best in the Desert would be leading the "B" riders, and the "C" riders would be guided by Jeff Phillips.

The bike we'd be riding was the new California-legal "50-state" KTM R/XC 400. Even though the R/XC machines had been out for a year, California would just now be getting these new R/XCs, a 620 and 400.

The major difference for the California version is the addition of a charcoal canister evaporative emissions control system, a counterbalancer shaft in the engine to reduce vibration, and a new American-made Qwiksilver II carburetor. Every new piece has a purpose. The counterbalancer helps to reduce noise even farther on an already quiet bike, and the need for the evap equipment is obvious...now this KTM has a sealed fuel system just like a car, even though it still uses the exact same fuel tank and filler cap. The Qwiksilver carb is

necessary to lower emissions to the bare minimum, and KTM says it's the only way to do it without going to a constant-velocity ("CV") vacuum-diaphragm carb, which we all know pretty much suck in the dirt.

KTM also hung a thermostatically controlled fan on the left-side radiator. Actually, this came about as a cure to the 620 R/XC's tendency to overheat when you let it sit at idle. We never had the 400 overheat on us, but what the 620 gets, the 400 gets. So there.

It would also probably pay to point out that this KTM R/XC is a street-legal dual sport bike, not the dirt-only E/XC. There is a vast difference in the carb jetting of the E/XC (much richer), which uses a Dell'Orto carb, and also the gearing and stock tires (Pirelli MT21 dual sport rubber). In order to make the ride a little less loony we changed the tires in favor of real knobies, a K139 Dunlop on the front and a D737 in the rear. On the first day we lowered the gearing from 16/45 to 15/45 to give the R/XC a fighting chance in the Nevada hills, and then on the second day we took it further down to 14/45 after spending way too much time in first gear on Friday. The difficult thing that you have to accept about dual sport bikes is that they are put together first to pass all the noise and emission rules. The gearing is really tall to reduce noise, and the jetting is really lean to reduce emissions. After that, if the machine still manages to perform you're home free.

And the R/XC manages to perform really well, in spite of



Parked outside of an old settler's cabin way out in the desert. The new 50-state R/XC is a compromise of government regulations, but still a surprisingly effective dirt bike. Honestly, we found very little difference between it and our '94 east coast R/XC, although we do like the Dell'Orto carb better. Below: Posing for pictures with 164 of your closest riding buddies. Most of them backed off the cliff while the photo was being set up.



its government-imposed handicaps. The R/XC 400 we own back in New Jersey has been re-jetted and geared lower, and we figure nearly everybody who isn't going to ride exclusively in the street will do the same. Stock 16/45 gearing is just barely usable on the street; with it, you have a bike that could crack 100 mph, if the engine could pull the gearing. There isn't any place you'd want to do 100 mph in the dirt.

Except maybe Nevada. We got registered for the ride Friday morning, and then hit the trail about 1:00 in the afternoon. The ride started on a dirt road out of town, skipped through a little mudhole that apparently claimed a few victims but good, and then dropped into a series of dry washes leading up into the hills. All semblance of gentlemanly trail riding was then dropped, as the entire "A" group all went into race mode at once. It became obvious that western riders only know one speed, and that speed is not much less than a notch under as fast as the bike will go!

The R/XC performed really well here; surprisingly well when you consider it's a bike with turn signals. As a matter of fact, this is a point we have to stress: all the while we would uncover a shortcoming in the KTM, and then have to remember we're asking it to be a better E/XC, when it's going to be an R/XC until the day it finally expires. Rule one: if you really want a killer four-stroke dirt bike, get the E/XC. If you need street legality you're going to have to work around the R/XC's (admittedly minimal) limitations.

Problem one, and the main handicap for every four-stroke, is weight. Four-strokes are heavier than two strokes. Street-legal four-strokes are even heavier. The California-version R/XC tips the scales at around 315 pounds, ready to ride. This is far better than a Honda XR650L, and a little porkier than a fully-loaded Suzuki DR350S.



Stopping for lunch along the trail. KTM sponsored the food, Best in the Desert staffed the support crew, and Christy Harden baked a huge batch of the best chocolate chip cookies ever!

Problem two is that it's a four-stroke, but we all accept that going in. You buy a four-stroke because that's what you want, because that's what there is to do the job of being legal. Thumpers just do not respond as fast as two-strokes, so when you hop into a sandy, gravelly dry river wash with a four stroke, it's just not possible to immediately plane on top of the sand. Four-strokes plow through stuff, while two-strokes hop up and skim the surface. Four-strokes slam into things instead of lofting over them.

Wow, do the last few paragraphs sound negative!

So when you dive into the sand with this overweight (compared to a two-stroke), slow-revving street bike, what does it do? Well, actually, our bike ripped pretty well, as long as we stayed on it. The secret is speed, and with the gearing lowered we only had a short lag before the R/XC would climb up out of

the sand wallow and start skimming the surface. Still, it was a bit of a struggle, but when you get out of the deep sand things start really clicking. On hard ground the KTM has no peer, especially not among dual sport bikes. The front end carves and tracks more accurately than anything other than a full-dirt race bike, and the suspension at both ends does a very good job of soaking it all up. Head up farther, into the loose, skatey rocks, and the R/XC works even better.

We never bothered to check the rebound setting on the rear shock, it was fine the way we got it. The compression setting is right out where you can see it so we tuned on it to get the right kind of response for the riding we were doing. We wound up with it set at #4, and set the spring preload at 95mm.

The forks received a little bit of fiddling, and if we owned the bike they'd get a little more. We would change the fluid to good cartridge fork fluid (like Spectro) and run it at the stock level setting (we never checked our test bike for level, but it's a good idea to do

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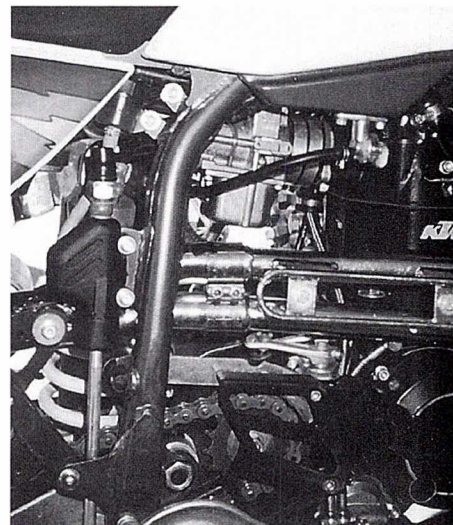
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it when new, just to see where you're starting from). The optimum compression setting turned out to be #4, and for rebound we were running about ten clicks clockwise.

As much hype as the new KTM Marzocchi Magnum forks are getting, these WP forks work quite well on the four-stroke. They do still have the WP tendency to deflect a bit when they take a side hit, but they are not as bad as the pre-'94 WP forks. Our NJ-based R/XC has 6000 miles on it and properly set-up forks (not re-valved), and they do not exhibit the amount of deflection the new forks do, so it can be carefully tuned away when the forks are broken in.

Power-wise the California R/XC is almost indistinguishable from the "49-state" version we have at home. The balancer shaft may help tame vibration slightly on the highway, but you can't notice its effect on the dirt (the 400 hardly vibrates anyhow).



Tucked up under the tank is a Qwiksilver carb. It's American made, and still a mystery to most of us. The starting circuit needs work; the overall jetting is legally lean but the bike still runs well.

We understand that the balancing shaft is a miracle worker on the 620, which does vibrate quite a bit in its older version. Last year we rode Heinz Kinigadner's counter-balanced 620cc prototype race bike at the Nevada Rally, and were amazed that the bike hardly vibrated at all. We have to conclude that the balancing shaft is really useful on the 620, but on the 400 it's pretty much a waste of time and weight.

The 400 still makes the same flat, strong-from-idle powerband that will push the R/XC through anything. If you keep the rpm up and the engine spinning, the bike will buzz right along in truly miserable traction conditions. If there's a hill that needs climbing you can buzz up it, or chop the throttle and walk up in first gear. Basically, the bike has plenty of power without having too much, and it feels like it has slightly more torque and overall power than it's nearest competitor, the Husky 350. There's no comparison between the Suzuki DR350S and the Yamaha XT350. The KTM will eat them for breakfast.

Our only complaint was with the difficulty we had starting the bike, when cold or after a crash. The Qwiksilver carb, for all its good traits, is not as sophisticated a mixer as the Dell'orto. It lacks the D'o's hot-start button,



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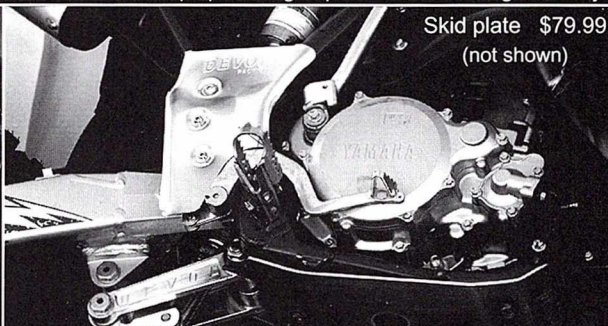
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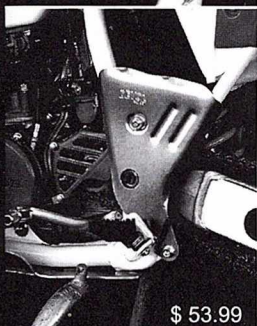
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and we never really figured out how the choke on the Qwiksilver wanted to be treated. We think the carb needs to be tuned better on the starting circuit, and if we owned the bike we'd have that carb torn apart and re-jetted in a minute. What jets would we put in? Don't know; we don't know anything about that carb. But we'd fiddle with it.

The bottom line on the California R/XC (which will some day be the only R/XC, mark our words) is that it picked up a little weight and complexity, but it still works well. We continued to compare it directly to true dirt bikes throughout the ride, and this is something you shouldn't do. The R/XC is a dual sport bike, and right now we'll repeat what we said when we initially tested the R/XC 400: without a doubt, this is the best factory-built dual sport bike available.

The ride was three days of rocky desert; mountains and hills, badlands and sand washes, weird tight tree sections and wide-open dirt roads. It was a textbook sampler of what desert riding is all about. Casey and crew put together one heck of a course, with everything from high-altitude damp ground to lowland, dusty silt beds. He even tossed in a 15-mile two track in the second half of Sunday's ride that was rocky, skatey, miserable and very nearly a death-march for anyone with a sore behind, which was most of us.



If you look in the bottom vent slot of the tank shroud you can just see a piece of the radiator fan. This was added to reduce overheating at idle or in tight woods. The new machine also uses a spin-on oil filter at the base of the frame downtube, and a charcoal evap canister in place of the old tool kit case.



The end of the ride even had a vicious mudhole right before you came back into town, just in case you were crazy enough to wreck your bike right before the end of the ride.

Finally, once again many of you are going to ask "Why Nevada?" The answer lies in Nevada's acceptance of tourism—trail riding is an accepted practice with the Nevada BLM (Bureau of Land Management), just as long as you don't make new trails—and the lack of crowds. During the entire 250-plus mile ride, from the moment we left town in the morning

until we came back into town in the afternoon, we never, ever, saw another person—rider, hiker, posey-sniffer, ATVer, four-wheel driver, prospector, nobody. Not even any aliens. You can drive a mile in off the paved road in Nevada and be totally alone. Think about that; think about how nice it would be here in the east!

The trip was a ton of fun. It reminded us again how neat it is to ride in Nevada (how would you like to ride wide open all day?), and also what a versatile bike the R/XC 400 is. We'd still recommend the 49-stater if you can get it, but the new "50-state" R/XC is still a heck of a bike, no doubt about it.

If you want to learn more about the Nevada 200 or the Best in the Desert hare and hound series, contact Sportsman Cycles, 3475 Boulder Highway, Las Vegas NV 89121. □

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Helmet Fresh, Alpinestar Tech 7 Boots

Helmet Fresh

I've had some riding gear smell so bad, it'll make a hockey player blush. Knee pads typically win the "most odorous riding gear" competition, hands down, but at least you don't have to strap 'em across your face. Your helmet, on the other hand, places a close runner-up in the air-de-locker-room sweepstakes, and spends nearly all of its useful time polluting the otherwise fresh intake air of the unspoiled bush. What's a hygienic and cleanliness-minded rider to do?

Nearly everyone's tried washing out the old lid liner, most with limited success. Sure, the helmet will smell fine after the washing, maybe even fragrant depending on the soap and/or deodorant used during the process. Helmets with removable liners make this task easy, however, wear the helmet once (perhaps twice, if you don't sweat too heavily), and the stink is back faster than a pack of conservation officers in hot pursuit. The problem here is that washing your helmet treats the symptom (that dead animal smell), not the problem.

We recently came across a new product called Helmet Fresh, aimed directly at the cause of stinky lids. The manufacturer of Helmet Fresh, Bennett Engineering, claims that the product attacks the bacteria and mildew which takes up residence within your helmet lining and causes the offensive odor in the first place. Helmet Fresh comes in a four ounce plastic pump spray bottle that will easily last a season's worth of applications.

The application routine goes like this: Start with a clean helmet. This means cleaning the old stinker or starting with a new lid. Once dry, spray on Helmet Fresh liberally and knead it into the liner and foam. Then simply let it dry. The Helmet Fresh should take care of any parasitic squatters remaining within the helmet lining and discourage new tenants from taking up residence. After a month, give or take depending on use, repeat the process of cleaning and applying the Helmet Fresh.

We tried Helmet Fresh on an old scuzzy helmet as well as a new Arai MX/e. The cleaned linings from both helmets were treated and then put to the test. The first thing noticed is that the "fresh, clean" smell left behind by the product might not quite be up there with the fragrance of fresh pine needles. While the resulting smell is certainly better than the alternative, don't expect any spring days. The test helmets were then worn repeatedly, to see what developed. The improvement was subtle, but noticeable. Generally speaking, the lids treated with the Helmet Fresh went considerably longer before succumbing to the bacterial onslaught.

The manufacturer claims that the produce is good for use on helmets used for all applications; motorcycle, snow mobile, personal water craft and/or bicycle riding. Helmet Fresh is non-flammable, non-toxic, non-corrosive, and non-allergenic. We have plans to try it on other foam riding gear including our goggles and knee pads. For more info drop a line to Jim Bennett at Bennett Engineering, 11181 East HJ Avenue, Galesburg, Michigan, 49053, telephone (616)665-9425.



--M.U.

Tech 7 Boots

Alpinestars' new Tech 7 boot has been upgraded this year. We could not wait to get our hands on a pair, and a pair on our smelly feet, so we actually went out and bought them from funds in the highly secretive Trail Rider Slush Fund. Besides the addition of an A* graphic on the side (only there to alert the fashion police), the fastening buckles received some engineering modifications. Of the four buckles, the two middle ones "float", that is they are not attached directly to the boot material where they lie. Instead they transfer securing duties to the surrounding area via tabs which terminate lower and further back from the ankle. In real world scenarios this translates into less binding and more comfort. The fit and feel was already an industry standard and this feature will undoubtedly further their reputation. A whole slew of color combinations are available ranging from a kinder, gentler tan to the criminally insane purple shades.



Regrettably, our last pair of foot gear was not up to the incredibly high standards here at TR. Chuck Taylor Hi-Tops offered more protection than those dogs. The new Alpinestars are at the other end of the foot preservation spectrum. Strategically sewn-on plastic is confidence inspiring. Only lead-lined concrete would offer more defense against off-road hazards. There are no silly strings to deal with, just four fully adjustable, replaceable buckles which lock tightly shut. The high density soles have a replaceable instep which is good in today's world of ferocious footpegs. The leather used throughout is the

finest full grain, this includes the interior as well.

Do not get cheap when choosing riding boots. Buy the best ones your budget will allow, and we can confidently say that Alpinestars' Tech 7's are one of, if not the best boots on the market. Highly recommended. Available from dealers everywhere for around \$250.

--J.D.

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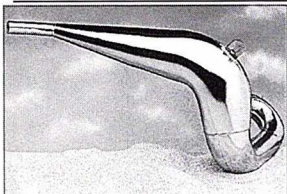
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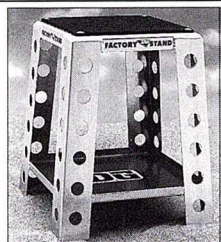
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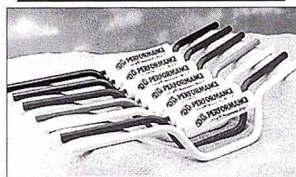
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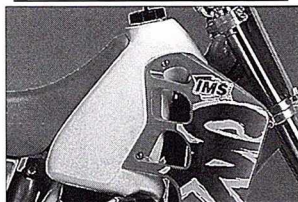
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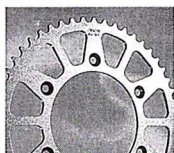
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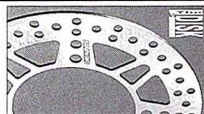
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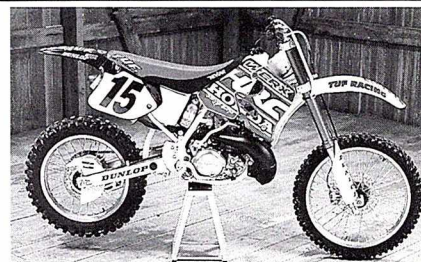


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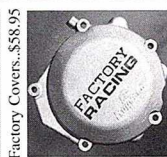
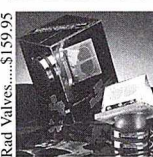
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RMX250	22.95	27.95	41.95	N/A	N/A	14.95	N/A	20.95
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Getting A Grip On The New Breed Of Bars

Are big buck bars the best buy for your bike?

by Dan Anderson

Do you have the right handlebar on your bike?. 'Bars come in a variety of bends, designs, and metallurgical choices, and selecting the right bar for you, your bike, and the way you ride can have a major impact on your riding comfort and how well your bike handles. While using the right handlebar will not guarantee a win at your next race, the wrong handlebar will definitely contribute to keeping you at the back of the pack.

Handlebar Basics

Before we get into a discussion of the "new" breed of handlebars, let's take a quick look at handlebar terminology and design.

There are four basic dimensions that affect the ultimate configuration of a dirt bike handlebar: overall width, base width, bar width, and droop/sweep.

Overall width. Overall width (Dimension A in diagram) is the measurement from tip to tip. Modern handlebars come from the factory measuring 30 to 32 inches. Most woods riders hacksaw them down to 28- or 30-inches as soon as they get them home (or after their first tree-smashed knuckles). Always check to make sure there will be room for all your clutch and brake perches, brake reservoirs, and throttle assembly before taking a hacksaw to a new handlebar.

Base width. This is the measurement (Dimension B) where the bars mount to the triple clamps. In general, the wider the base width, the stronger the bar. However, too wide of a base width will shorten the amount of bar in the hand grip area and, if taken to extremes, can hit gas tanks, radiator shrouds, and knees in sit-on-the-tank tight corners.

Bar Height. Bar height (Dimension C) can make a major difference in rider comfort and bike handling. In general, taller riders find a higher bar more comfortable because they don't have to bend over as far to reach the bar. Conversely, shorter riders do well with a "low rise" bar that allows them to stay in the "attack

position" without feeling like they are riding a chopped Harley from the 1960s. Having the correct bar height allows you to stay balanced on the bike both sitting and standing. Cornering is easier, and your front and rear suspension are able to work as a balanced team, because your weight is evenly distributed.


Droop and Sweep. Droop (Dimension D) and sweep (Dimension E) work together to produce the configuration of the hand grip area on a handlebar. Envision droop as the vertical downward bend at the end of the bar and sweep as the horizontal bend (toward the rider) at the same location. The combination of the two dramatically affects how your hands, wrists, and arms are positioned when you ride. If droop and sweep are not correct, arm pump, sore wrists, and other physical discomforts are guaranteed. It's tough to judge what combination of droop and sweep is best for you while fondling a bare handlebar on a rack at a dealership. The best way is to sit on a friend's bike, (same brand, same model) and feel how his bars work for you. Seat height, your height, and other factors make droop and sweep a very personal judgment call, but ultimate riding comfort depends on getting the correct dimensions for you, your bike, and the way you ride.



TOP VIEW



Answer Products' Pro-Taper handlebars are increasingly popular. They do not use a crossbar, and need special handguards also sold by Answer. Still, they offer great shock absorption and massive strength.



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Money and Metallurgy

Once you decide what shape of handlebar is best for you, it's time to decide what kind of bar works best for you. There are three basic types of metal used in bars, and they range from very economical to extremely expensive.

Carbon Steel. Carbon steel bars are the lowest-priced bars, the easiest to bend in a crash, but, all-in-all, the best choice for casual play riders. A set of Bark Buster-style handguards dramatically improves the crash-resistance of carbon steel bars by bracing the bend-prone ends to the center section. Beware of bargain-basement carbon steel bars made from thin-wall pipe.

Chromoly. Chrome molybdenum steel bars are made from a tougher metal alloy than carbon steel bars, cost slightly more, and are proportionally stronger. Many veteran B-riders use chromoly bars because they are reasonably priced for the performance they offer. Be warned that the designation "chromoly" does not necessarily guarantee a stronger bar. In some cases a high-quality carbon steel bar can be as strong as a bargain basement chromoly bar. If it seems cheap dollar-wise, it may be cheap quality-wise as well.

Aluminum. Aluminum handlebars range from pricey to outright expensive but offer the best handlebar performance. They are lightweight, incredibly strong, and can offer vibration and impact-absorption. It is here that we enter the second phase of our story on handlebars...

The Next Generation of Handlebars

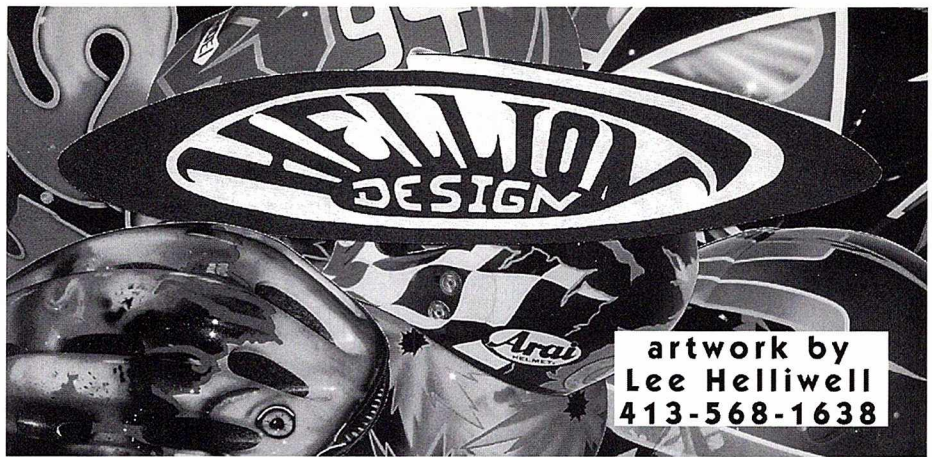
The original aluminum handlebars were Renthals-style bars with bolt-on cross bars. They offered significant weight reduction and increased durability over steel alloy bars. They also offered a certain degree of "flex" that helped absorb hard landings and sudden impacts. These bars may well be the bars of choice for serious racers simply because they offer tremendous performance for a reasonable price.

Pro Tapers. Answer Products upped the ante in the world of aluminum handlebars several years ago when they introduced their Pro Taper handlebar. These unique-looking bars lack a crossbar, utilizing a thicker cross-section in the center of the bar to compensate. Dave Kaiser of Answer Products says that Pro Taper bars are 30 percent lighter and 50 percent stronger than conventional steel bars, and offer dramatic impact absorption capabilities.

"Even a casual rider can tell the difference with Pro Tapers," he said. "Supercross riders like them because they really soak up the impacts from hard landings, but a lot of woods riders have fallen in love with them because they also do a great job of cushioning all the endless impacts from roots, rocks and other obstacles in the trail."

Durability is another feature that has endeared Pro Tapers to off-road riders. Eric Hart, a charter member of the Trail Rider Midwest Test Team, is impressed with the durability of his Pro Tapers.

"I'm beginning to think they're indestructible," he said. "I've transferred the same set of bars from a '92 Husky to a '93 Husky 350 four stroke to a '93 Husky 250 to a '94 Husky 125. I'm hard on bars...there's no way around it. I used to



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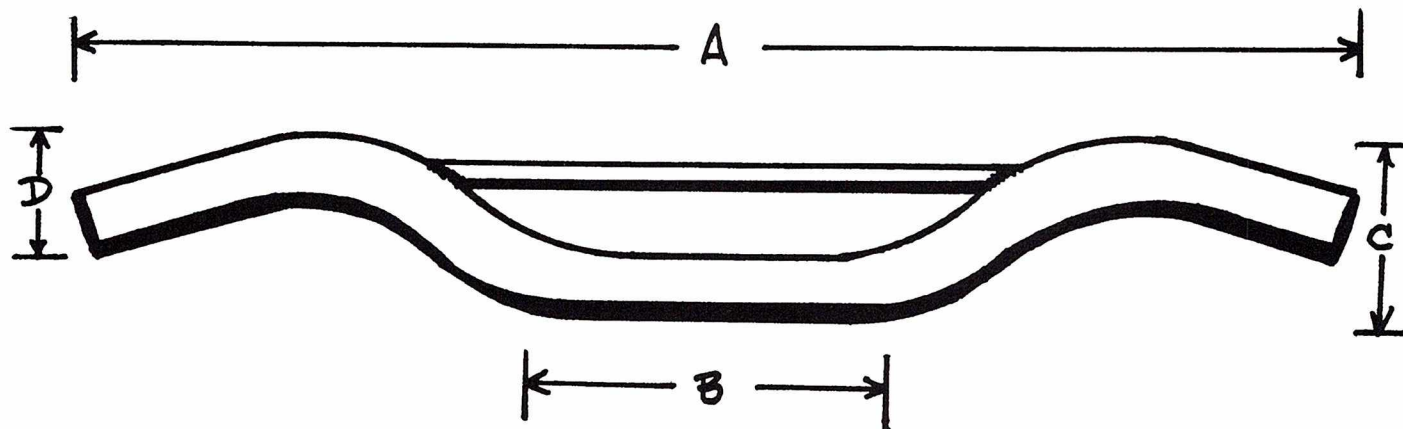
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go through 3 or 4 steel bars every season, but this one Pro Taper bar has lasted through four bikes. Add the impact-absorption to the durability and I'm convinced they are worth the extra cost."

The extra cost of Pro Taper handlebars often deters first-time buyers. Because of the thicker mid-section, Pro Tapers require special bar mounts. Some bikes also require special upper triple clamps, and standard Bark Buster-style handguards do not fit. The bars alone can cost nearly \$100, and if your bike requires the special top triple clamp the total price can pass the \$200 mark. In addition, an Answer Products handguards guaranteed to work with Pro Tapers will set you back \$50 or \$60. But if you are a hard-charger and buying more than three or four handlebars a year, you may be able to recoup the initial investment in only a year, and also benefit from the excellent impact absorption and riding comfort offered by Pro Taper bars.

O'Neal IFS handlebars. O'Neal entered the world of high-tech handlebars when they introduced their IFS (Integrated Flex System) handlebars. Like Pro Tapers, O'Neal IFS aluminum-alloy bars have no crossbar, but IFS bars have standard 7/8-inch outside diameters so they bolt to all standard fork mounts.

"IFS bars are stronger than steel-alloy bars and as strong or stronger than regular aluminum bars with bolt-on crossbars," said Mike Borger, with O'Neal Products. "They also offer tremendous flex and shock absorption characteristics. Our riders have noticed less problems with arm pump during races, and say they have fewer aches and pains the day after races when they use IFS bars."

O'Neal IFS handlebars sell for around \$100 in a variety of bends. Borger recommends O'Neal's \$12 handlebar pad when installing IFS bars, and notes that some Bark Buster-style handguards may need modification to work with IFS bars.

Handlebars can have a significant impact on you and your bike's performance. The right bar, of the proper height for you, with the correct bends, can literally make you faster and more comfortable on your bike. How much you spend on that bar depends on the depth of your bank account. A good quality carbon steel bar will do everything a high-buck aluminum bar will do, though it won't offer shock absorption and chances are good that you will have to replace it after a major crash. The decision is yours. Handle(bar) it carefully. □



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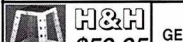
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LAST OVER

(From page 6)

career politicians in the state house.

Finding your state representatives is a real trick—they only advertise when there's an election imminent, and they are not listed in the Yellow Pages. However, in the Community Services section of your phone book there is a category for "Legislative" and an 800 number listed. For the state of New Jersey, the number is 800-792-8630. If you call that number they will tell you who your local representatives are, their addresses and phone numbers. Call them, write to them, go on down and sit on their doorsteps, buy them coffee, get to know them. Most state representatives are lonely, and need more friends in our sport to go down and pal around with them, so don't be afraid to get to know them.

What do we do about registration in the mean time? Well, you can try the old methods for registering a bike, and you may get lucky. If not, it's obvious that the State of New Jersey is not interested in the registration fees generated by sales of trail bikes, nor are they interested in the sales tax normally collected upon registration. This being the case, and since there is no category for a trail bike in the state, one alternative is to register your bike out of state. Vermont is one state that will register anyone's motorcycle, in state or out, and Maine is another. Unfortunately, laws change one season to the next, so you'll have to call whatever state's DMV to find out what the current rules are. It's a long way to go to get licensed, registered and insured, but right now it's the best way to do it. We'll keep you posted on any progress we see in the future. □



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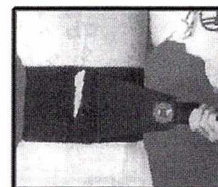
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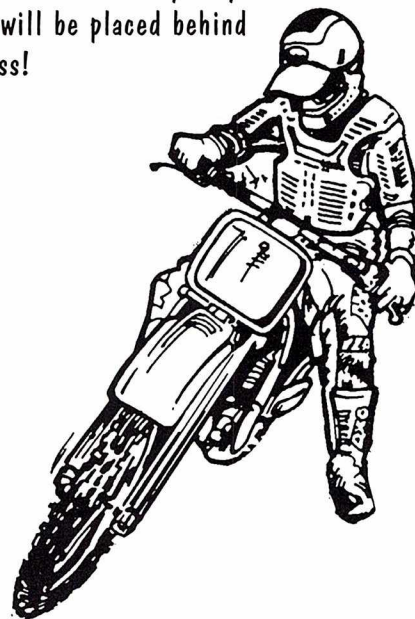
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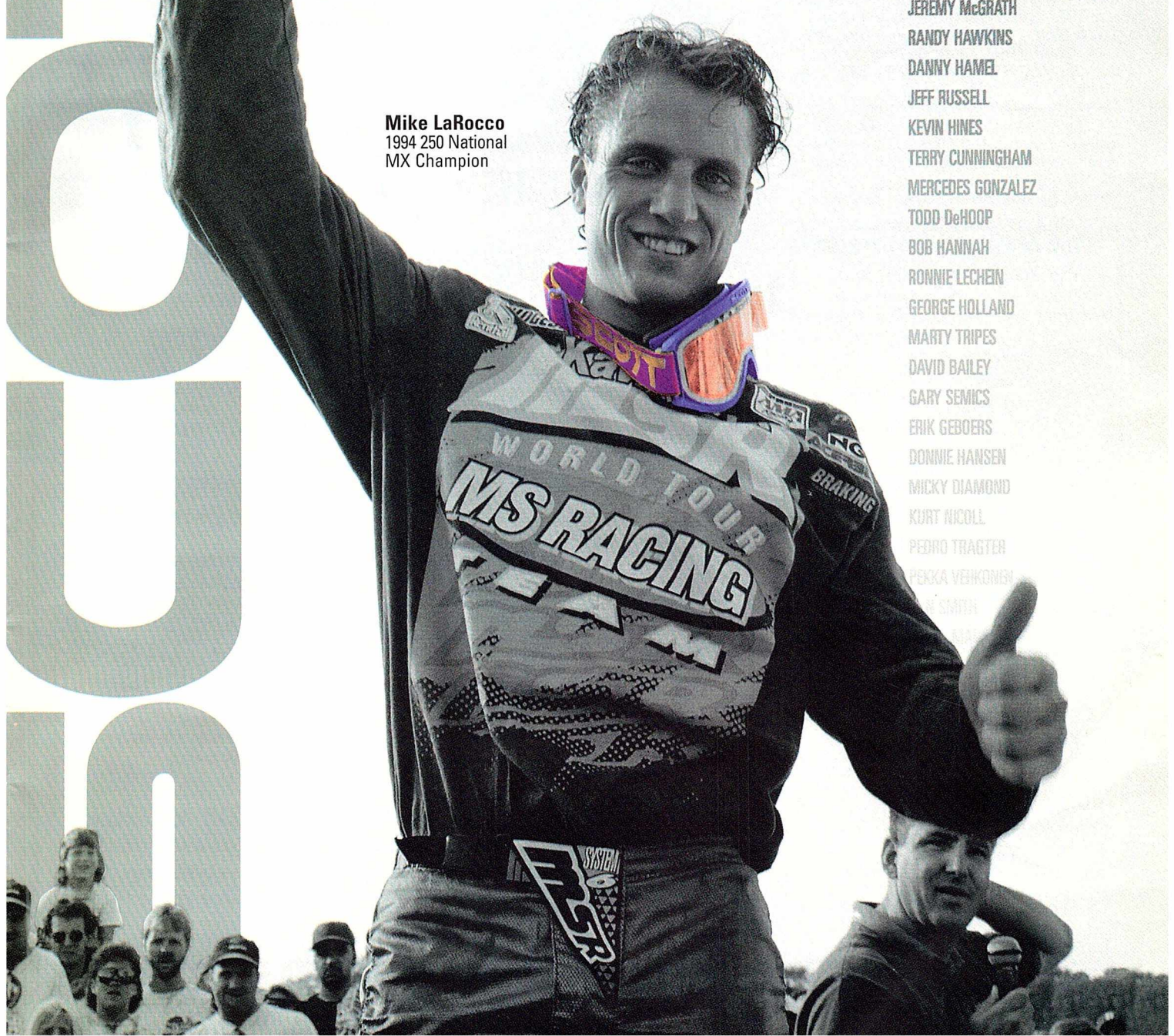
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1987 Husky 430WR one adult owner, ICO Bark Busters, pro pipe, ready for trails or enduro. Exc. running bike, you won't be disappointed. \$1500 call Bob at (508)597-2816.

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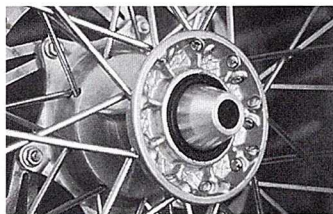
1991 ATK 406 XC with lighting, odo, guards, orig. tires. Like new, \$1950, (516)283-0898.

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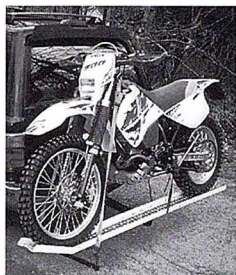
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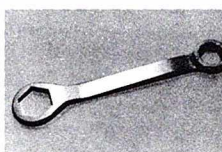
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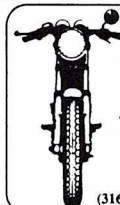
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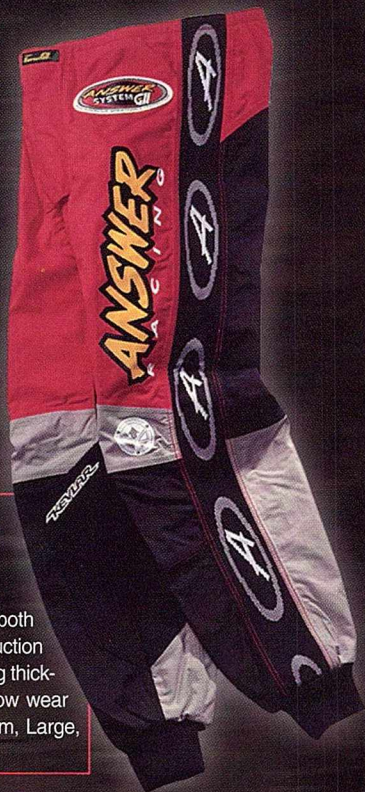
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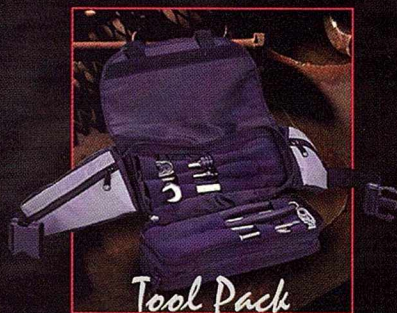
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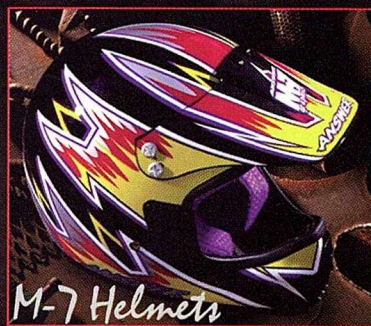
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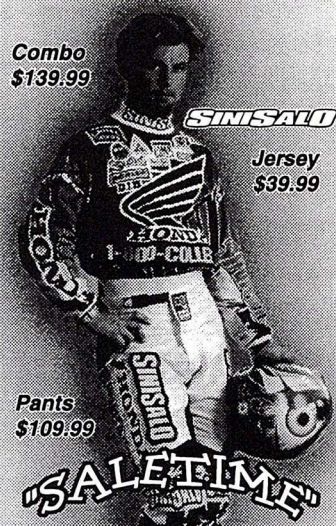
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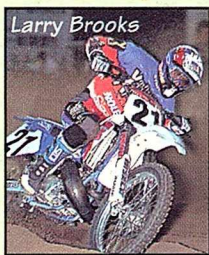
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